

THE
ARCHITECT
& BUILDING NEWS

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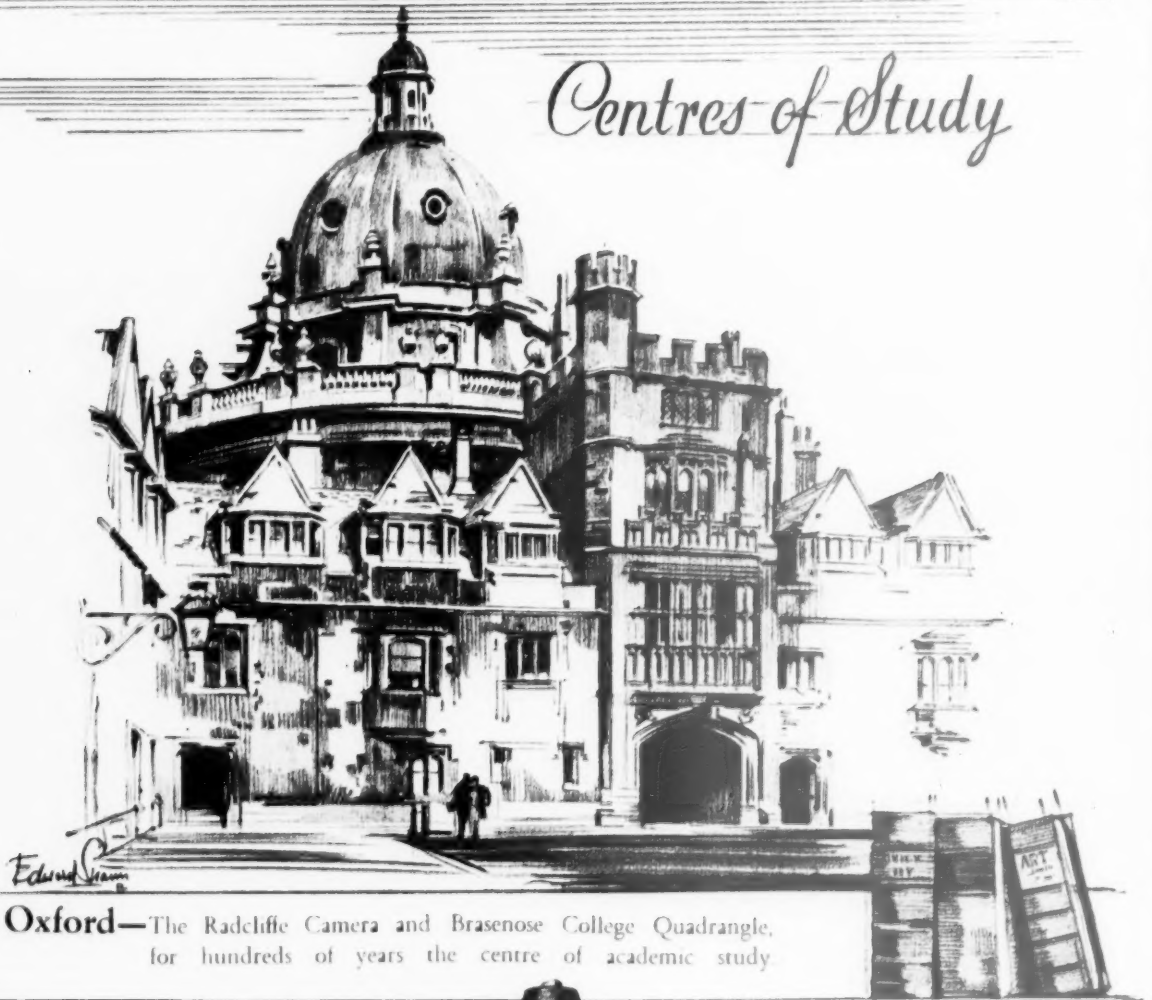
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VOL. 203

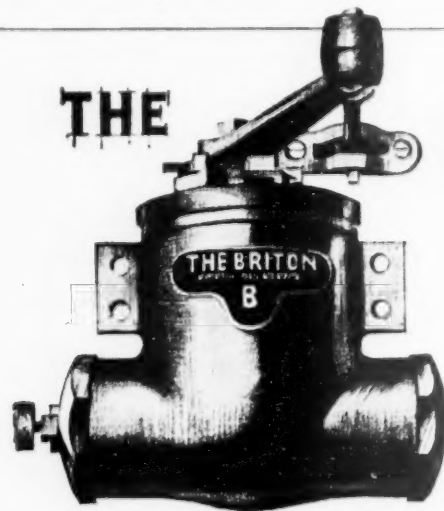
NO. 6

ONE SHILLING WEEKLY

Centres of Study



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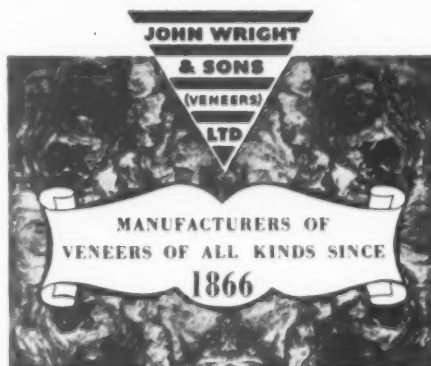
Hospital Street, BIRMINGHAM 19. Established over 200 years



"Unwillingly to school"

The Golden Age of Elizabeth I

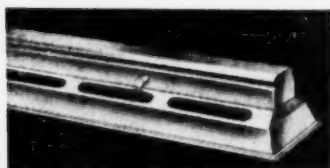
THE new self-confidence and prosperity of the First Elizabethans inspired a tremendous interest in education. Existing seats of learning were improved and several others founded, among them the free schools of Harrow, Rugby, Oakham and Uppingham. Cambridge, and to a lesser degree Oxford, were centres of vigorous intellectual debate, while the Inns of Court and Chancery offered a comprehensive training for the lawyer. Scholars prescribed advanced methods of teaching; merchants, yeomen and prelates gave generous monetary support. Most classes, indeed, were devoted to the ideal of knowledge—with one notable exception. The young grammar school pupil, whose eleven-hour day of Latin exercises and arithmetic were delivered by a master who was not slow to use the rod, was not, perhaps, so zealous.



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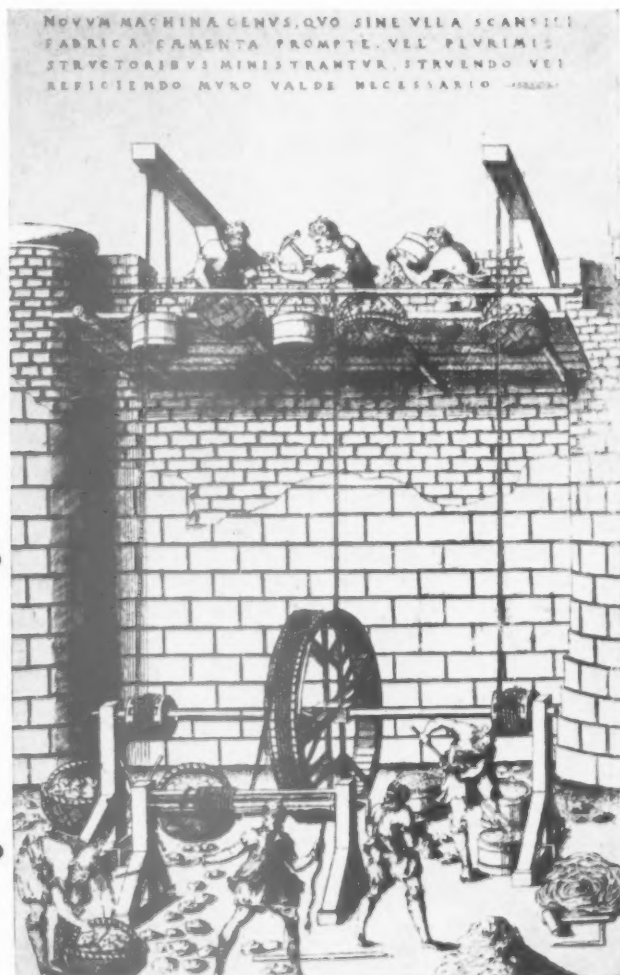
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The American Bar, The Dorchester, London, W.1. Architects: Messrs. J. Stanley Beard, Bennett and Wilkins. Heal's Contracts Ltd. recently supplied the banquet seating tables and chairs to the architects' designs. The seating is covered in pale green wool cloth, with darker green facings, and the French walnut chairs in grey hide. The tables, also of walnut, have Formica tops. Damask curtains and a burgundy Wilton carpet, with a green and off-white design, complete the scheme.

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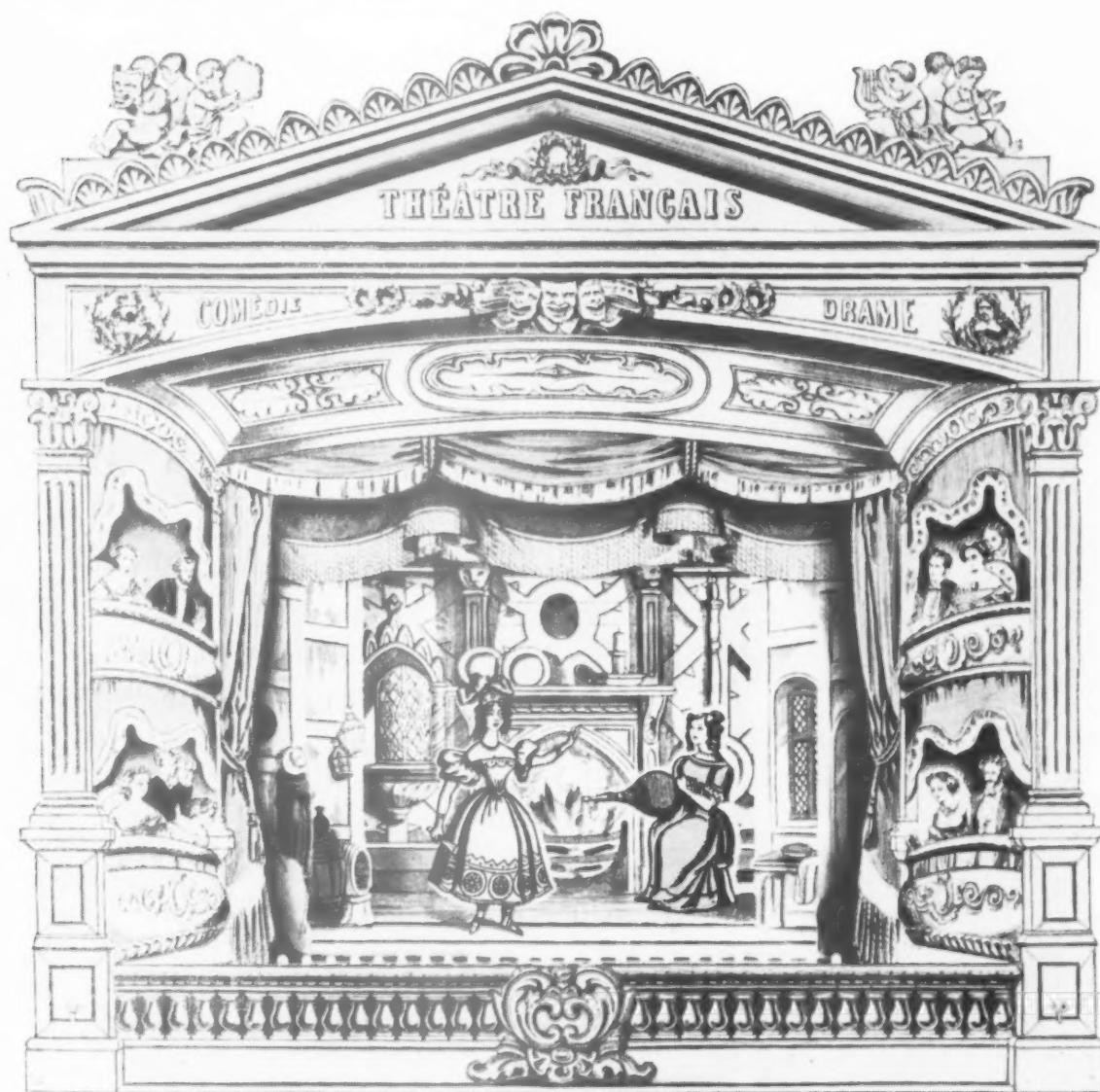
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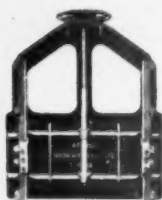
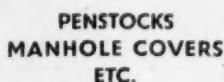
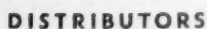
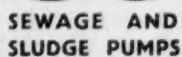
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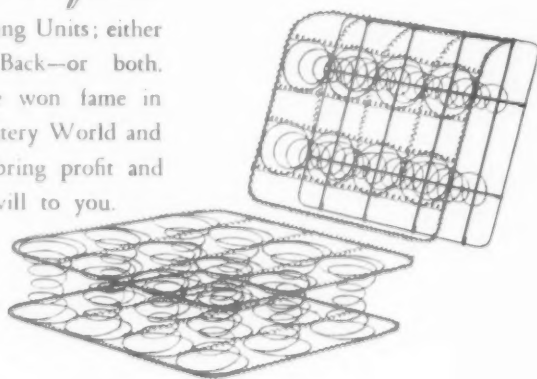
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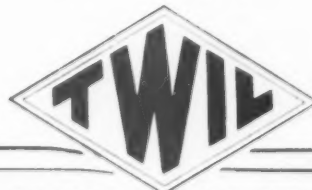
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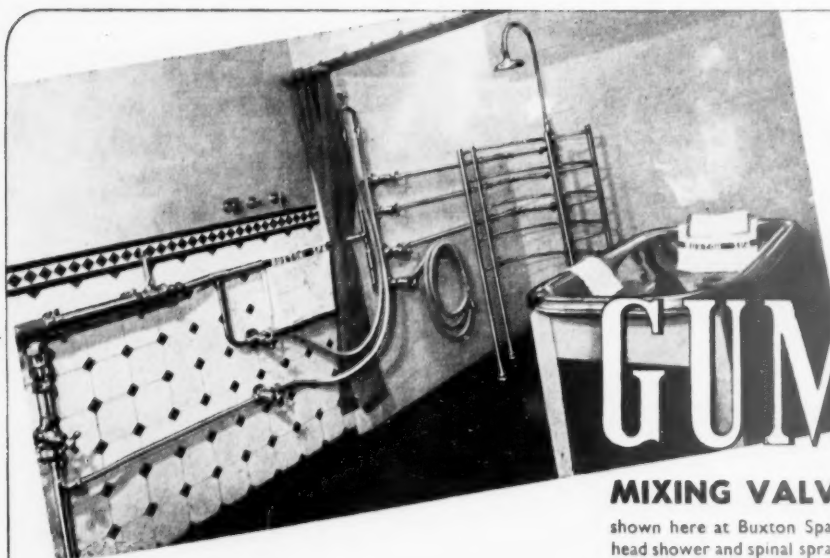
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Photograph by courtesy of the Spa Establishment—Manager R. A. Lockwood, Esq., M.C.S.P.

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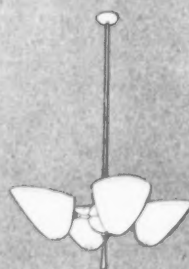


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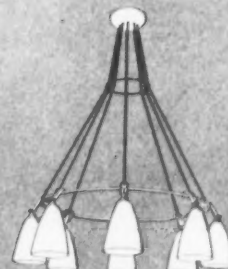
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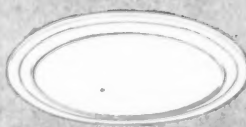
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DH2



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Literature upon request
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—one of the many situations for which the Sugg Assisted-convection gas-fired space heater is particularly suited.

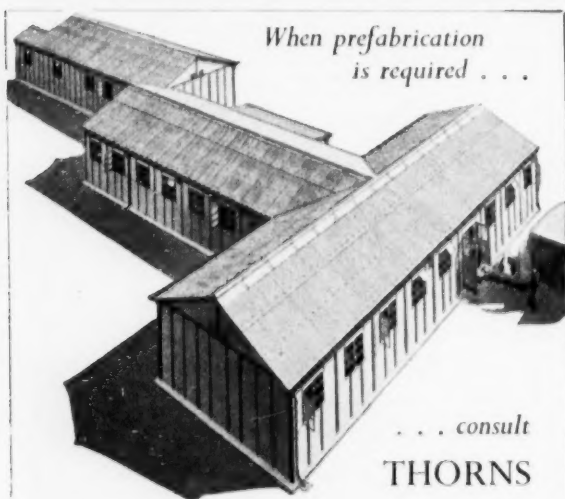
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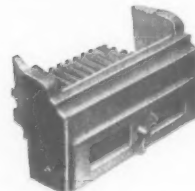
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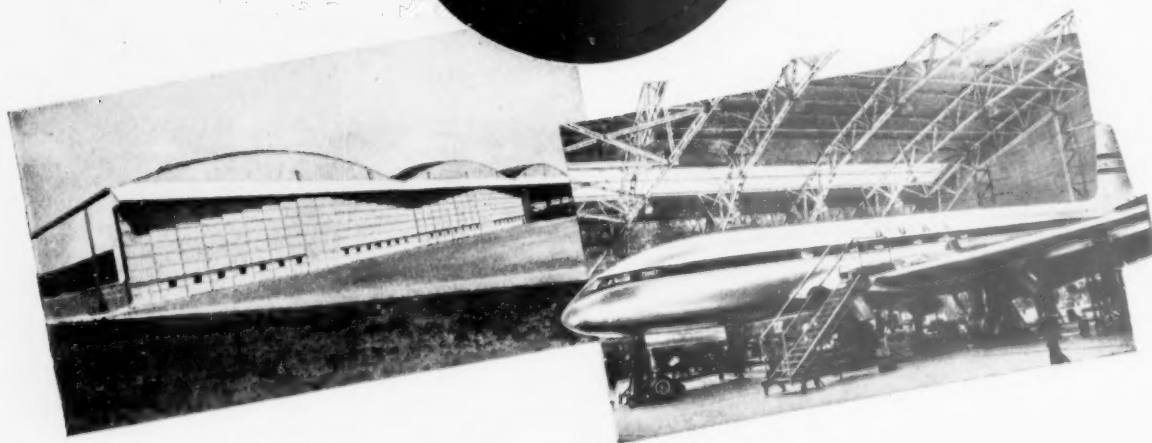
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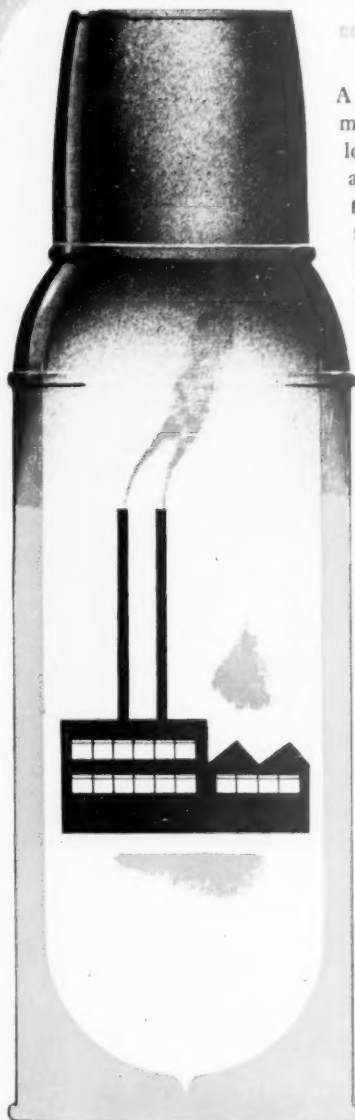
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To minimise the cost of installing gas and water services at the sink for these heaters, and thus to make them irresistibly suitable for housing estates, the Ascot Company has developed the Jigged Wall Fitting, which is chased in during the erection of dwellings, cost being negligible at carcass stage. If the Ascot Sink Water Heater is not fitted



An Ascot installation using the Jigged Wall Fitting

before occupation, this can be done at any time in a few minutes without disturbing or affecting the decorations. Architects, surveyors, builders and housing authorities are invited to investigate this simple and inexpensive method of providing a secondary hot water system. Their attention is drawn to the facts that it creates no peak-load problems, and that a supply of piping hot water is always available day and night, winter and summer, at the turn of a tap.

More than 44 housing authorities have already adopted the system and more than 20,000 jigged wall plates have been installed.



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THE ARCHITECT & BUILDING NEWS

February 5, 1953

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UNITY IN THE BUILDING INDUSTRY

A RECENT letter in these columns from Mr. John Carter pointed many issues which are centred about the controversies of high costs of building, reorganization of the building industry and responsibilities for all sorts of causes for what are all too obvious effects. The letter showed how almost any side of the industry could, with some reason and show of fact, blame the others. Architects can say that site organization can be improved, more trades training is required, more training and responsibility in the supervisory grades is imperative; the schools and the employers associations can say they are doing their best; the surveyors can blame costing methods and restrictive practices and the builders and operatives deny their existence; the contractors can blame the professional side, architects and surveyors, for slowness in producing drawings and accounts and the local authorities for holding up settlements; the research organizations can say our advice is not sought to solve difficulties, and if it is the results are not adopted and the reply is returned, this time often from professional and trade sides in unison, that results come too slowly and in such forms that practitioners cannot understand them quickly or cannot use them in ways that enable operatives to overcome their inherent conservatism—and, as Mr. Carter said, so on and so on. . . .

What does all this add up to? Mr. Carter pointed to two major issues which, in our opinion, justify major emphasis. First there is no permanent forum; no collective responsibility based on continuous collaboration and discussion between all sides of the industry. This view is not one that implies condemnation of the advisory boards, committees and councils set up by Government departments, research organizations, professional bodies and trade associations; these are almost as numerous as the fish in the sea. It is the very fact of their unrelated existences that constitutes the danger to the industry;

all these too-separated activities make for an apathy and an inertia that inevitably results from any sort of lack of collective collaboration and inspiration. Some people know something of what is being done some of the time and so do nothing else; but overall views are difficult because few can relate their particular knowledge to any other phase of activity and hope, in sheer helplessness, that someone or some department is doing it for them somewhere. Of course, more often than not, it is not being so done; that is where the individual came in and so starts his round again towards new frustrations and irritations. Where dissatisfaction exists on practically all sides of a question it should be possible to find agreement that something co-operative should be done.

In one part of the present issues the Minister of Works has left the initiative to the R.I.B.A. to discover ways and means of improving tendering and the elimination of price controls. The danger here is that this may be dealt with in an *ad hoc* manner by methods of compromise on both sides, and that nothing will be done to cover the wider issues of reorganization for better and cheaper building, architecture and town planning.

Secondly, much of the present tension and dissatisfaction can be traced to lack of sustained education on all fronts. The public is now being educated in so-called taste and in grounds-for-grousing by the daily papers and the weekly popular journals and not by the professions or the builders or, better still, by both in combination. Architects and surveyors may not be allowed to tout as individuals, but what reason can there be for the professions to hold back from joint educative propaganda for better and cheaper building; or for the builders, because they advertise individually, to avoid joining in a general campaign?

Apprentice numbers in the schools still continue to decline; there is room in the classes for more;

here is an immediate educational link that the builders can re-weld. The schools of architecture are now reducing numbers of students gradually to pre-war standards and, it is to be hoped, to the normal supply and demand levels of the profession. But, even so, there is much criticism of unpractical methods of training and of the lack of modern constructional training properly related to site methods and office routines. Even then overstressed design courses of some of the schools are becoming suspect because they are related too much to individualism (on the part of both staff and students) rather than to modern requirements of buildings and clients or to existing conditions of town-planning controls. The relationship of the latter to ordinary good manners in architecture is something to which most architectural schools would do well to pay more attention.

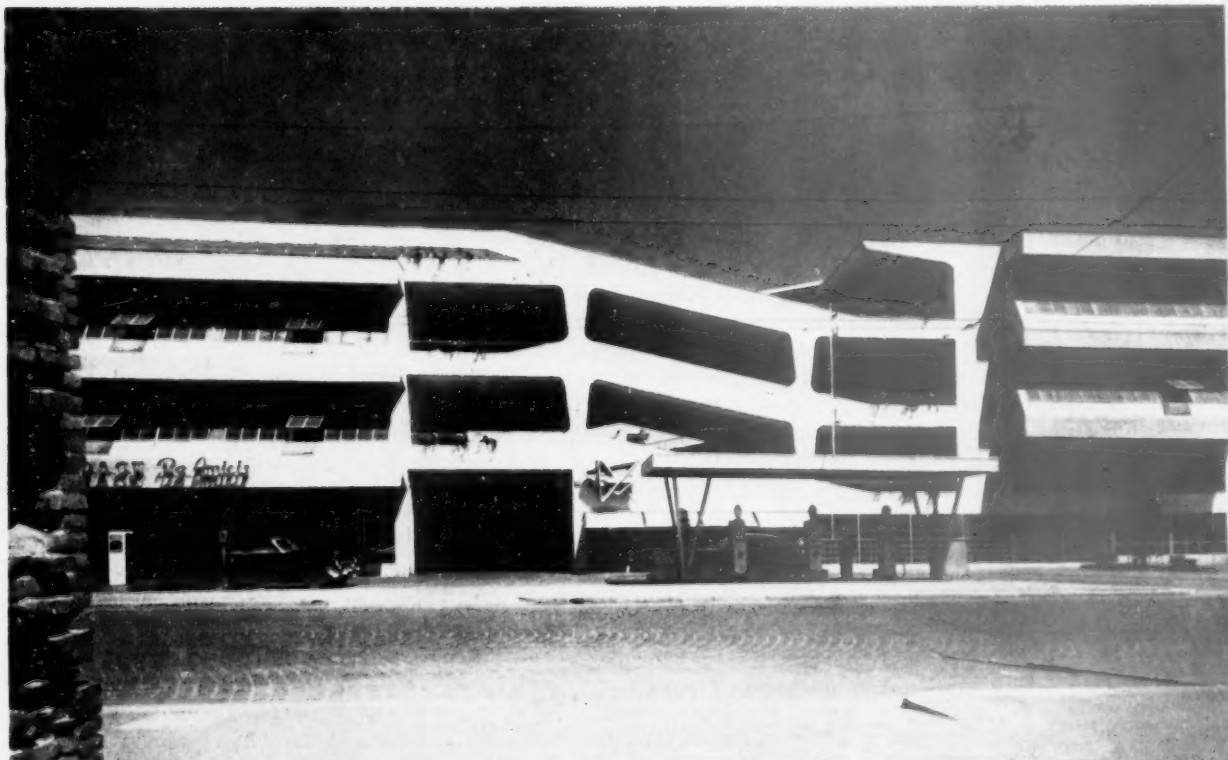
In the supervisory grades of foremanship, of clerks of works and in builder's shop and office control, there exist lamentable gaps in educational effort throughout the industry and the professions.

So, it would seem, what is really wanted is a Building Industry Parliament for co-ordinated resolu-

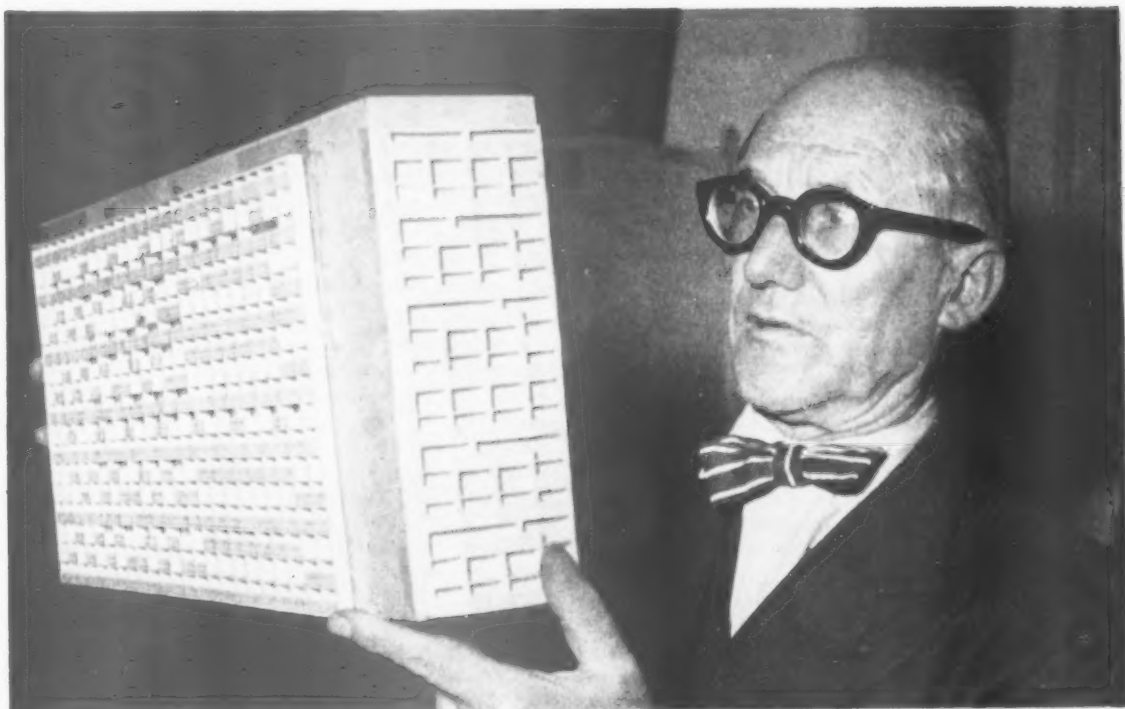
tion of its interrelated problems. Its "M.P.s" must include those from trades and professions alike; from research organizations and from Government departments, all prepared to educate and to help and understand as well as to administer the mere letters of laws. Is this an impossible vision? After all, it would only be the logical outcome of the Working Party and the Productivity Committee, and it should find much of its basic reference and its statistics in other reports, the contents of which are now being ignored or forgotten. At present there are too many isolated bodies which peck at crumbs and leave the loaf, issuing too many statements upon which each alone is convinced of its own rightness.

* * *

We welcome Mr. Howard Robertson's presidential address to students this week. Even though tempering the wind to the shorn lambs he showed the way education should go and advised students of many pitfalls to avoid. The implications of many of his remarks show clearly the need for extended thought and new approaches to the problems of the whole industry and of those who extract from it their living.



Multi-floor Garage in Milan. Architect : Tito Varisco. See also pages 174 and 175.



Le Corbusier with a model of Unite d'Habitation, Marseilles

EVENTS AND COMMENTS

THE ROYAL GOLD MEDAL

Congratulations to the R.I.B.A. for recommending to Her Majesty that Le Corbusier should receive the Royal Gold Medal this year. I imagine that architects in this country are pretty sharply divided in their opinion of this great revolutionary. Usually I find that he is graded either as near divine or satanic. Reasoned appreciation of his merits is very rarely heard. An exception is the profile of him in last Sunday's *Observer*. The man in the street is normally fed on such arrant nonsense about Le Corbusier that he would not be in the least surprised to hear that he had left for the moon in a flying saucer.

For an architect who has had and continues to have such a world wide influence on architecture Le Corbusier has built remarkably few buildings; so few indeed that it is doubtful whether one in a hundred of his professional critics has ever actually seen one. He has been architecturally buffeted about in France for many years but has now been officially recognized as respectable by being made a Companion of the Legion of Honour. The award of the Royal Gold Medal may seem to add to his respectability but if anyone is unwise enough to think that these two richly deserved honours are going to turn Corb into a mellow old gentleman they are likely to be disappointed. Whether you admire Le Corbusier's work or not you are unlikely to deny that he has had vast influence on modern architecture. His philosophy of town planning has yet to be fully tried out but it may prove to be the only solution to the problem in this country. In this country we

have in the past always admired people who have stood out for their causes against all opposition and I feel sure that all readers of the *A. & B.N.* will join me in offering heartiest congratulations to Charles Edouard Jeanneret dit Le Corbusier.

CHANGES AT THE R.C.A.

I hear that Mr. Robin Darwin is making some changes in the internal organization of the Royal College of Art. The School of Architecture has not provided a professional education for many years, its purpose has been rather to provide a background knowledge of architecture for students of the other departments of the College. The School of Architecture is now to be closed because it has been found that the type of architectural knowledge required by students of the College varied widely from department to department. General architectural appreciation will now be dealt with by the Department of Interior Design. Sir Hugh Casson who is at present Reader in Interior Design will become a professor. In order to maintain close relations between the R.C.A. and the architectural profession the Council of the College is to create a new non-teaching chair of architecture to be known as the Lethaby chair, after W. R. Lethaby, possibly the greatest architectural educationalist of all time and certainly one of the greatest professors the Royal College ever had. Professor Basil Ward, at present professor of architecture, will be the first holder of the new chair.

THE BUILDING TEAM

In spite of severe gaps caused by illness there was a good audience to hear Mr. David Woodbine Parish talk on "Modern Tendencies in Building Education" last week at the A.A. The paper will be fully reported next week. The need for better education at management level seems to be the crux of the present difficulty. Much of the discussion was on the question of the relation between architect and contractor and here, as always, the wretched client came in for criticism. Most of the arguments had been heard before and indeed some speakers went so far as to say that it was high time that the talking stopped and the doing started. The almost insuperable problem of the tendering system was, it was claimed, the main obstacle to better and cheaper building. Co-operation between architect and contractor in the earliest stages would be a great step forward. Joint training at some stage for architects and builders was more or less agreed as being essential but opinion differed about the exact stage. Shorter school training for architects combined with longer in association with the industry was asked for. Mr. Parish said that it was a great mistake to suppose that the whole building industry could be changed overnight; he made a plea for small beginnings by people of like mind and coupled this with a request for better personal relations between architects and builders. More than one speaker pointed out that the average man in the street had little or no idea of the work of the architect and therefore was unlikely to pay much attention to his advice. The R.I.B.A. was urged to put out more publicity on the subject. I must say that at the end of the evening I had the impression that the person who needed the education was the client and that the architect and builder needed to be left alone to co-operate in the way that those present seemed to be completely agreed that they should. Seldom can an evening, which was expected to produce broken noses, have ended in such identity of purpose.

AN INTERNATIONAL BUILDING EXHIBITION

"The housing shortage has become one of our acutest social problems. It is our purpose, in conjunction with all the favourable forces at our disposal, to solve this problem in such a way that each and every one of the people shall, without exception, be in a position to procure an adequate dwelling in regard to both quality and living space."

There is a familiar ring about this quotation but you may perhaps be surprised to hear that it was written by the Swedish Housing Minister. So concerned are the Swedes

about their housing shortage and the cost of building that they are holding an international exhibition of building and housing in connection with the Autumn Fair at Gothenburg in September, in the hope of producing new ideas and devices. Like us, they are very troubled about the gap between building research and building practice. Quite apart from housing shortage the Swedish need for all types of building is "practically boundless." This information may come as a shock to those who think of Sweden as having everything of the best quality.

A NEW SURVEYING INSTRUMENT

If you have ever struggled with the levelling screws of a dumpy level in a cold wind, and, after setting the whole thing up you have tripped over the tripod and had to start again, you will welcome the Cowley level, an Australian invention now being manufactured in this country. It is not truly a precision instrument and so is not likely to replace the dumpy for accurate work, but it is quite good enough for the sort of survey that you and I do on the site. It has an accuracy of a quarter of an inch at a hundred feet. The enormous advantage of this instrument is that it is self levelling. You place it on the tripod and it is at once ready for action. It looks like a small ciné camera and has an observation hole on top to which you apply your eye. You see a vertically divided field. Your target is a horizontal line which your assistant slides up and down on the levelling staff supplied with the instrument. You see part of the horizontal line in each half of the field and all you have to do is to signal the assistant to raise or lower the line on the staff until the two parts in your field of view coincide. The assistant then reads the staff. It means, of course, that your staff holder must be reasonably intelligent; in fact it might be better to hold the staff yourself and to get him to do the looking. I imagine that this instrument will be welcomed by builders and architects who make their own surveys, for it is reasonably cheap and, as far as I could see, completely foolproof.

HIGH PADDINGTON ON THE THIRD PROGRAMME

To-night at nine o'clock you may hear Professor William Holford talk about High Paddington on the Third Programme of the B.B.C. I hear from the editorial staff that they have amassed a considerable quantity of information and comment from all over the world on Sergei Kadleigh's scheme. This will appear in a few weeks' time. If you miss the broadcast on Thursday you can hear it on Saturday at 11 p.m.

A B N E R

NEWS OF THE WEEK

The Widening of the Strand

The Town Planning Committee of the L.C.C. has recommended the Council to approve an estimate of £85,500 for the acquisition from the Railway Executive of a block of pro-

perty with frontages to the Strand, Villiers Street, Buckingham Street and York Place. Part of the property is required for the widening of the Strand, and the acquisition will enable the L.C.C. to carry out the comprehensive development of the whole block between Villiers Street and George Court.

National Joint Council's Adjourned Meeting

At its adjourned meeting in London on January 29 the National Joint Coun-

cil for the Building Industry discussed further the applications on which evidence had been heard on January 14.

The Employer's proposals to adjust working hours in summer and winter to secure more production were referred to an *ad hoc* committee for further examination. There was complete failure to agree on the question of the Operatives' claim for another 6d an hour wage increase in addition to the 2d an hour increase already made under the sliding scale, which becomes operative on February 2.

Five Counties A.A. Annual Dinner

There was a danger that town planners might prove to be the "Frankensteins of the modern age," Professor E. K. Waterhouse, Director of the Barber Institute, Birmingham University, said at the annual dinner in Birmingham last Friday of the Birmingham and Five Counties Architectural Association.

From what he had seen of town planning courses at universities, town planners were learning more and more about less and less and whenever he saw that a new school of town planning had been opened he had "nervous twitches." The future was in the hands of the town planners and their education should be on the broadest possible lines.

Professor Waterhouse suggested that architects might help to solve the problem of the future of Britain's great country houses which, owing to present conditions, could no longer be lived in by their owners. He wished that every Corporation could undertake the maintenance of a noble house. The way in which Birmingham Corporation had preserved Aston Hall was a model to all authorities.

The problem was more difficult for houses which lay deep in the country and he thought that architects might try to find some solution of their adaptation to make them useful and at the same time preserving their beauty.

Professor Waterhouse, who was responding to the toast of "The Guests" proposed by Mr. C. F. Redgrave, vice-president of the association, said that the people of Birmingham were naturally inclined to think of the city in terms of industry. One heard too many apologies for the ugliness of industrial buildings, but there was no reason why an industrial building should not be beautiful in its own way.

Proposing "The City of Birmingham," Mr. Cecil E. M. Fillmore, president of the association, said that present economic conditions did not necessarily cripple great design, and though fine work could not come as readily in the form of schools and homes and commercial and industrial buildings as in civic and ecclesiastical architecture, yet in those forms there were vast fields of opportunity in the years ahead.

In his response, the Lord Mayor, Ald. W. T. Bowen, said he believed that architects had a remarkable opportunity if they worked in conjunction with enlightened public bodies.

The architect's conceptions were conditioned by the willingness of public bodies to give him an opportunity to develop his conception of enabling modern communities to combine utilitarianism with æstheticism.

Proposing "The Royal Institute of British and its Allied Societies," Viscount Cobham said it had been stated that security—freedom from care—would produce great art. History had proved the reverse, however, and today there was a dearth of artists—

though no lack of good workmen—compared with the great and dangerous days of the past which had been the golden age of the arts.

Mr. Howard Robertson, president of the Royal Institute of British Architects, who responded, congratulated Birmingham on having made the appointment of a City Architect.

N.F.B.T.E. Annual General Meeting

It must be to the credit of the immediate Past-President, Mr. J. Ian Robertson, that the Annual General Meeting of the National Federation of Building Trades Employers took place very quietly in little over two hours on January 28. There were few comments from the floor during the passing of the seventy-fifth annual report. The two subjects which attracted the most interest were building subsidies and wage increases.

It was suggested that local authorities had the advantage over house builders as they had a subsidy which enabled them to reduce rents. Two speakers suggested that prospective house owners should receive state aid to offset this source of competition, a third speaker, however, put forward the view, very forcibly, that such a grant would be just another control and the right thing to do was to remove the subsidy altogether from the authorities. Examples were cited where comparatively wealthy people were inhabiting subsidized council houses, in fact the wrong people were receiving the benefit of the subsidy; surely a problem for the local authority and not one to be solved by simply removing the subsidy.

The second matter which concerned the members most was that of a wage increase. The operatives argument was that so many employers were paying up to a shilling an hour over the agreed rate that it was obvious that a rise was an economic necessity. Mr. C. E. F. Everett, who is chairman of the Regional Joint Committee of the Eastern region of the N.F.B.T.E., pointed out clearly and briefly, that a shortage of employees would always mean someone paying over the odds, and the official sanction of an increase of 6d an hour would not make any difference to that and it would be here to stay.

It was suggested that the increase in cement production should be sent to those areas that suffer shortage and that cement might even be imported in order to further the housing drive.

The question of pay on Coronation Day was raised and the suggestion is that men work one hour a day extra over Coronation Week for nothing in order to qualify for a day's pay on Coronation Day.

The prizes were awarded, the new President, senior Vice-President and three junior Vice-Presidents were all duly elected and the morning passed with the minimum of fireworks like a well-oiled machine.

The R.I.B.A. Intermediate Examination

The R.I.B.A. Intermediate Examination was held in London, Plymouth, Birmingham, Manchester, Leeds, Newcastle, Edinburgh and Belfast from November 7 to 13, 1952.

Of the 559 candidates examined, 170 passed and 389 were relegated.

CHANGE OF ADDRESS

Kenneth R. Smith, A.R.I.B.A., A.A. Diploma, announces that he is closing his office at No. 10, Bayley Street, and his practice will continue from No. 4, Raymond Buildings, Gray's Inn, London, W.C.1, where his telephone number will be Chancery 4102.

COMING EVENTS

The Ecclesiological Society

February 9 at 6 p.m. Lecture on "George Edmund Street," by H. S. Goodhart-Rendel, Mus.B., M.A., F.S.A., P.P.R.I.B.A., at Walcot House, 139, Kennington Road, S.E.11.

Royal Institute of British Architects

February 9 at 6 p.m. R.I.B.A. Library Group. Dr. S. Lang talks on "A New Approach to Town Planning History with Special Reference to the Gridiron Plan," at 66, Portland Place, W.1.

Royal Institute of British Architects and The Illuminating Engineering Society

February 10 at 6 p.m. Joint Meeting. Ministry of Education Bulletin on "Colour in Schools," will be introduced by David Medd, A.A.Dpl., A.R.I.B.A., at the Lighting Service Bureau, 2, Savoy Hill, W.C.2.

London Master Builders Association

February 11 at 2 p.m. General Meeting of Area No. 1. The Meeting will be addressed by H. E. Comben, O.B.E., B.Sc., on the subject of the new Model Code of Building Byelaws which has been produced by the Ministry of Housing and Local Government and recommended for adoption by Local Authorities. To be held at Derry & Tom's Restaurant, Kensington High Street, W.8.

Victoria and Albert Museum

February 11 at 6.15 p.m. Lecture on "Windsor Castle," by Sir Owen Morshead, K.C.V.O., D.S.O., M.C., Librarian at Windsor Castle, at the Museum Lecture Theatre, Victoria and Albert Museum, South Kensington, S.W.7.

The Institution of Structural Engineers

February 12 at 5.55 p.m. F. G. Thomas, Ph.D., B.Sc., M.I.C.E. (Member of Council) talks on "The Strength of Brickwork," at 11, Upper Belgrave Street, S.W.1.

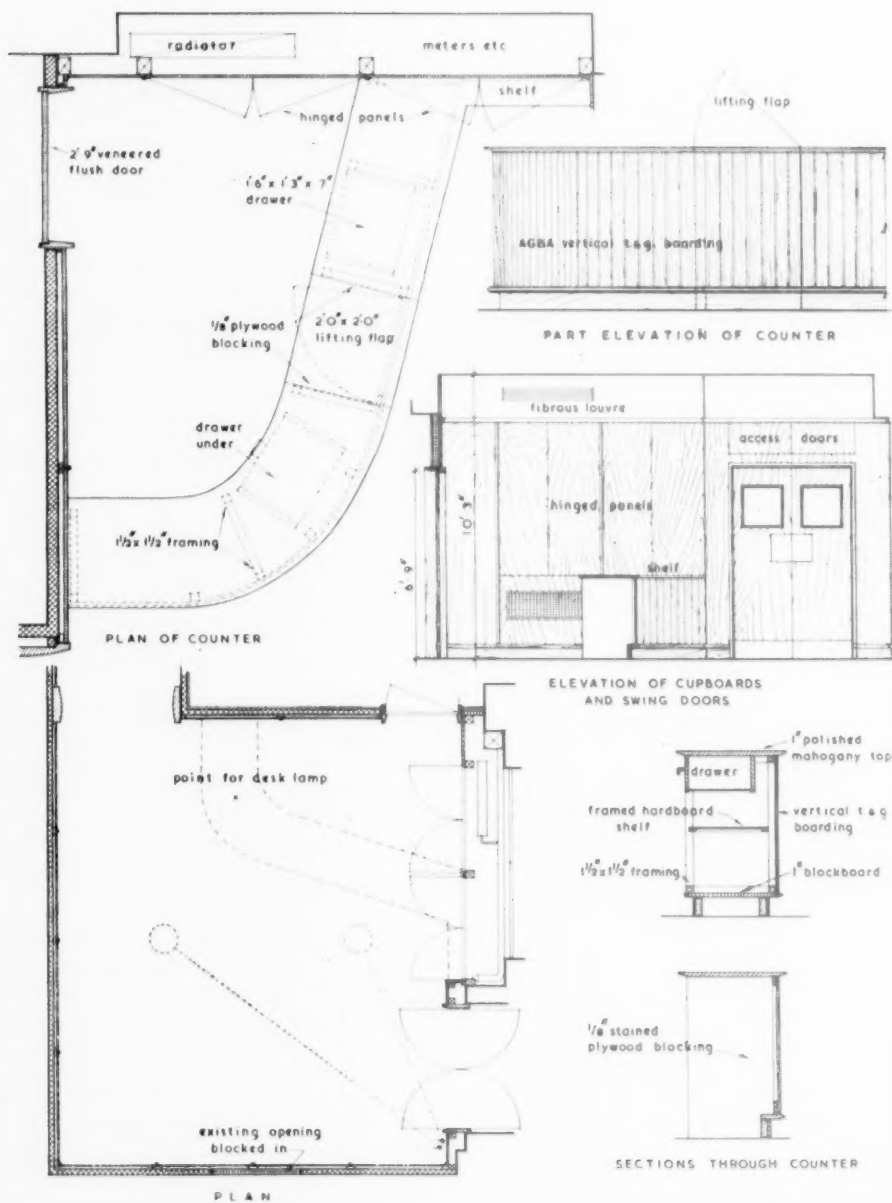
Student Planning Group

February 12 at 6.30 p.m. Dr. O. Koenigsberger, Dipl.Ing., of the London School of Hygiene & Tropical Medicine, talks on "Community Planning in Underdeveloped Countries," at 28, King Street, W.C.2.

**Offices
Melbourne
House
for the
High
Commissioner
of the
Gold Coast**

architects:

**J. M. AUSTEN SMITH
& PARTNERS**



Scale: $\frac{1}{4}" = 1 \text{ FT.}$

OFFICES on the 5th floor of Melbourne House, Aldwych, were taken over by the Commissioner of the Gold Coast who required his office, the Trade Commissioner's office, and the entrance hall and corridor to be panelled with Gold Coast timbers.

Illustrated in this article are the details of the entrance hall and the panelling in the High Commissioner's office.

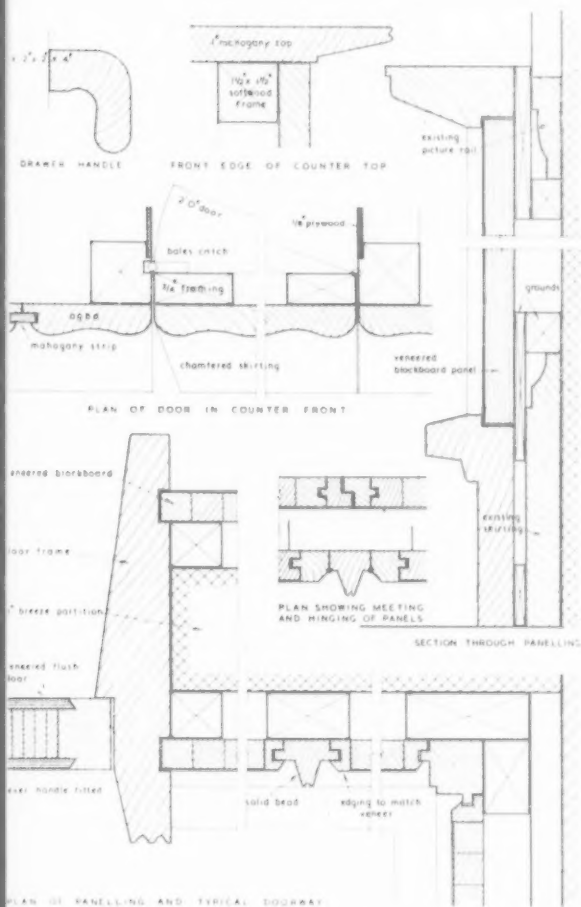
The panelling throughout is in 8ft 0in x approx. 3ft 6in sheets with thin moulded jointing strips running from head to sill, all of a different timber. As it was the intention to show off as many timbers as possible there

is some cross-banding enclosing each wall face.

The High Commissioner's office is panelled in figured Sapele with Movingue cross-banding and all solid work in Gold Coast Mahogany. There are a number of fitted cupboards and recessed bookshelves and map rolls.

The Trade Commissioner's room is panelled in African Walnut with Bubinga cross-banding and all solid work in Makore.

The entrance hall panelling is Avodire with Bubinga cross-banding and all solid work in Makore. The corridors are panelled up to 4ft 0in only in the same



$\frac{1}{4}$ F.S. Details

Top right: Panelling in the High Commissioner's Office. Below right: The entrance hall.

timbers. A meter cupboard, radiator casing, etc., are built in to fit in with the panelling. There are cork tiles on the floor.

The shaped reception desk in the entrance hall has the counter front made of moulded tongued and grooved Agba vertical boards with Makore spacing strips. The counter top and plinth is also made of Makore. There are shelves and drawers built in underneath and a portion of the counter top and front is movable to provide access.

The General Contractors were Messrs. F. G. Minter (Decorations) Limited and the panelling was supplied by Messrs. J. Gliksten & Son Ltd.



Brains Trust on Timber Preservation

By courtesy of the Council of the Royal Institute of British Architects, a Brains Trust on Timber Preservation will be held at 7 p.m. on Wednesday, March 4, 1953, in the Henry Jervis Hall, R.I.B.A., 66, Portland Place, London, W.1.

The chair will be taken by Major A. G. Saunders, President of the British Wood Preserving Association.

Members of the Brains Trust will be:—E. H. B. Boulton, M.C., M.A. (for 14 years lecturer in Forestry, Cambridge University and for 14 years Technical Director, T.D.A.); H. A. Cox, M.A. (Technical Director, B.W.P.A., formerly Principal Scientific Officer, F.P.R.L.); B. A. Jay, M.A. (Deputy Director, T.D.A.); E. H. Nevard, B.Sc. (Sometime Scientific Officer, F.P.R.L.); Lt.-Col. F. M. Potter (Chairman, Wood Preservative Division, B.S.I.).

The Question-Master will be Mr. W. E. Bruce, M.A., Secretary, B.W.P.A.

Admission is free by ticket obtainable on application to the B.W.P.A., 6, Southampton Place, London, W.C.1. (Tel. Cha. 4347/8.)

Exhibition at the Building Centre

Electrolux, Ltd., have arranged a small Exhibition of their Laundry Equipment, which can be seen at the Building Centre until February 7.

The equipment consists of a washing machine, laundry truck, and hydro extractor, which together constitute an installation similar to those found in commercial laundries, but scaled down and stripped of all complicated mechanisms so that operation is extremely simple.

The washing machine needs no additional water heating plant as it heats its own water. This can be done by gas, electricity or steam to any temperature, up to and including boiling point. It will wash 22 lb dry weight of linen in 40 minutes, allowing for loading and unloading.

The hydro extractor takes 14 lb dry weight of clothing and in five minutes it removes the greater bulk of the water content. Lighter garments are then ready for ironing, but heavy items such as sheets need further drying. Electric cabinets will do this in about 20-30 minutes.

These machines are recommended for use in communal laundries in blocks of flats and public washhouses, and for hotels, schools, institutions, etc. They take more than twice as much washing as the average type of domestic washer and stand up better to the strain of continuous use and to rough treatment by inexperienced operators. The maintenance costs are low and although the initial cost is

greater, the life of the equipment is several times that of a domestic machine used under similar conditions.

D.I.A. Exhibition in London

On February 25 Lord Latham will open a controversial exhibition of two furnished living-rooms which is being staged by the Design and Industries Association at Charing Cross Underground Station. The rooms are being furnished by Mrs. Phoebe de Syllas, one with proven popular favourites and the other with contemporary pieces, and they will cost exactly the same amount to furnish.

The object is to test the taste of the public. Visitors will be asked to "compare and choose" and to vote in a secret ballot for the room they prefer. After the exhibition closes on March 21, the results will be analysed and published. No attempt will be made to influence taste at the exhibition, so that the ballot will be absolutely fair.

The exhibition will be open on week-days and Saturday from 10 a.m. to 8 p.m. Admission free.

IN PARLIAMENT

Subsidy Costs

A series of questions relating to the cost of housing subsidies which was addressed to the Minister of Housing and Local Government included, among others put by Mr. Nabarro, one asking what the saving would be if the £1,500 council house was built on an owner-occupier basis with an initial Exchequer grant of £200 and free from any further subsidy, "generally in accordance with proposals made by the Kidderminster Rural District Council recently."

Mr. Macmillan stated in reply that the general standard subsidy on a council house was £35 12s a year for 60 years. Three-quarters of this was payable by the Exchequer and one-quarter by local rates. The capitalized value of the total payment at current interest rates was £769. No subsidy or grant was payable for houses built for owner-occupation; nor could such a subsidy be paid without legislation, of which he saw no prospect. He had accordingly told the Kidderminster R.D.C. that he could not support their proposal. He would not anticipate publication of the annual Estimates by forecasting the total cost of housing subsidies.

Mr. Nabarro offered his own calculation that over 60 years the total cost must be substantially in excess of £3,000, and suggested that to avoid this continuing burden it was worth considering a small bounty. Mr. H. Nicholls referred to a scheme in the Isle of Man in which a grant up to £250 a house, and up to £500 interest free, was made to encourage self-building.

Mr. Macmillan welcomed these

questions, as reflecting the advance made in a year—a year ago there was practically no private building, but there had been a great change—but thought the new schemes should be allowed to develop further. He told Mr. Osborne that, on the basis of the figures used in fixing the subsidy, council house rents would have to be increased by a further 13s 8d if the subsidy were wholly withdrawn. (Jan. 27.)

Site Difficulties

Mr. Swingle, with circumstances in his constituency of Newcastle-under-Lyme in mind, referred in a question to the effect of actual or prospective shortage of sites on local housing programmes, and suggested that the time had come for a general survey, particularly as the Minister of Housing and Local Government had advised authorities to look five years ahead in planning their sites. Mr. Macmillan, in reply, put it this way: As a result of the work done in the past, and now, there was no difficulty in providing adequate sites for an expanding national housing programme, but there were considerable difficulties in special localities. That was really the problem, rather than a general problem. (Jan. 27.)

Helicopter Stations

The idea of helicopter landing stations constructed over the railway track leading into Charing Cross station or on other sites adjoining the Thames was revived in a number of questions to the Minister of Civil Aviation. He told Mr. Dodds—who had submitted a set of revised plans—that elevated sites such as that proposed over Charing Cross station might be found to be efficient and economical "airstops" of the future, but at present not enough was known of the performance of multi-engined helicopters and the area they required to warrant detailed planning of particular elevated sites. The sum of his other replies was that discussions had been reopened with the London County Council on the general question of "airstops." He hoped that they would reach agreement on a temporary site in the festival area for occasional communication flights with the small helicopters now flying. They were also exploring the possibility of earmarking a temporary site, also on the south bank of the river, against the time when experiments started, probably in 1954, with the twin-engined helicopters. Other available sites for permanent "airstops" in central London were also under examination. The earmarking of sites in provincial cities was a matter for the local authorities. It was understood that many authorities, including Birmingham and Manchester, had this very much in mind and that a number had reserved sites. (Jan. 28.)

(Continued on page 178)

The N.F.B.T.E. Annual Dinner

The annual dinner of the N.F.B.T.E., which takes place the night before the Annual General Meeting, was held at the Dorchester Hotel last week. As in previous years this well-organized and gay occasion went with its customary swing. As many guests as ever were received by Mrs. Robertson and Mr. Ian Robertson, the retiring President, for whom this occasion is in the nature of a swan-song.

The wide field of interests the Federation makes contact with could be traced in the numerous guests from Ministries, Government Departments, Professional and Trade organizations, who with their ladies graced the smaller tables or were high-lighted at the top.

The toast of the Government proposed by the President was replied to by Mr. David Eccles, the Minister of Works, in a speech reported below.

Mr. Wilfred Horsfall, Senior Vice-President (the new President for 1953), proposed the toast of the guests, whom he referred to under headings, N.F.B.T.E. (National Notabilities, Federation Fellows, Builders' Ladies, Trades and Employees).

In the absence of Sir Raymond Evershed, P.C., Master of the Rolls, who was unwell, Mr. Howard Robertson, President of the R.I.B.A., replied for the guests in a speech full of humour and inconsequence, the substance of which was drowned in applause or laughter.

Speech by Minister of Works

Mr. David Eccles said:—

Last year, when I was standing here, I was cautiously optimistic about the future of building. Well, now we have the record of twelve months' work and the facts and figures are good. In spite of the steel shortage new construction increased sharply and made a fine showing in the national index of production. Builders and engineers have used more materials, used them faster, and used them more economically than in the previous year.

I am sure you would agree that the rhythm and tempo of house-building is altogether different from what it was a year ago, and that, barring accidents, there will be a big increase in the number of houses completed in 1953.

Houses get first prize. But there is another strong runner. Building for the Service Departments increased substantially, and about balanced the decrease in other kinds of building. I cannot give you exact figures for Defence Work, but obviously it was this programme which took most of the million extra tons of cement used in 1952.

These striking results have been made possible by the larger supply of building materials. Let us all congratulate the materials industries who have brought off a double; their output has risen and their prices have fallen during the past year. When price control was removed from these industries



This year's President of the National Federation is Mr. Wilfred Horsfall, a partner in the firm of Messrs. Geo. Horsfall & Son, Public Works and General Contractors, of Liversedge, Yorks. Mr. Horsfall was a member of the Anglo-American Productivity Building Team which went to the U.S.A. in 1949. He is the Chairman of the Yorkshire Regional Joint Council for the Building Industry and a member of the Ministry of Works Joint Advisory Committee for the East and West Ridings of Yorkshire. He is also County Leader for the West Riding of Yorkshire Building and Civil Engineering Emergency Organization, and a member of the East and West Ridings of Yorkshire Housing Production Board.

dark hints were dropped about the revival of price rings and gang-ups to exploit scarcity. I was not impressed by these croakings from the past. The industrialists concerned convinced me they would act responsibly. And what has happened? Output is up, delivery dates are shorter, and the price-index of building materials has fallen from 135 to 130. The croakers are confounded.

During 1953 we must see to it that this keenness is alive and active throughout the industry. Looking forward, let me welcome Mr. Wilfred Horsfall, your President-elect. I am confident that he and I, and all our officers, will work together with that goodwill and success we have learned to expect from the Federation.

Mr. Horsfall is likely to ask me two questions about 1953. Are we going to have more materials? And are we going to have more licences? The double answer is that the Government will try to match the flow of licences to a forecast of increasing materials which we believe will be achieved.

This year the industry will have more steel than ever before. The Defence Programme will be moving towards its peak, but we can licence some more big buildings and still do our duty to Defence and still make a big stride towards 300,000 houses a year.

Then we shall get more bricks this

year. The brickyards are making a really fine effort. December output was 544m. as against 486m. in 1951. Shall we get enough bricks? I think so, but it depends on care in their use and ingenuity in their distribution.

The cement industry continues to break records. Last Thursday I came to an understanding with the producers which, if nothing unexpected happens, means that this year's demands in the home market will be met in full. In saying this I count on you to economize in the use of cement and bricks, and, where you can, to lay in a stock during the winter months.

Very well, as regards supplies of materials the outlook is good, but the high and rising level of building costs gives us all much concern.

We are on the edge of a great renaissance in British building; the physical resources are becoming available, but there is a danger of pricing ourselves out of the market.

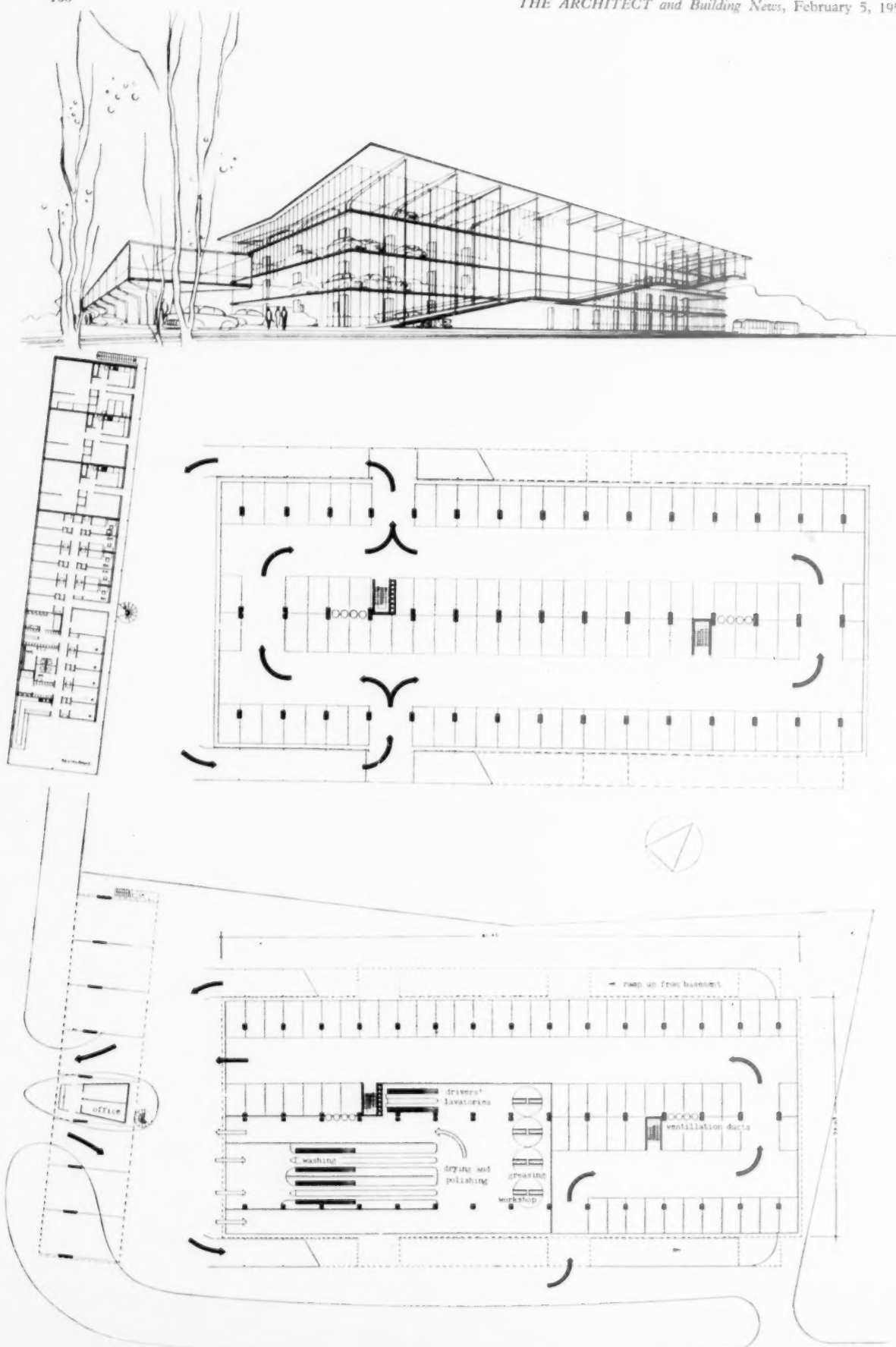
Now right from the middle of last year I had in mind to set on foot a review of building costs; but I thought it best to wait till 1952 had proved a success. By bad luck the timetable was upset. One fine afternoon the skeleton of the London Builders' Conference came clattering on to the floor of the House of Commons.

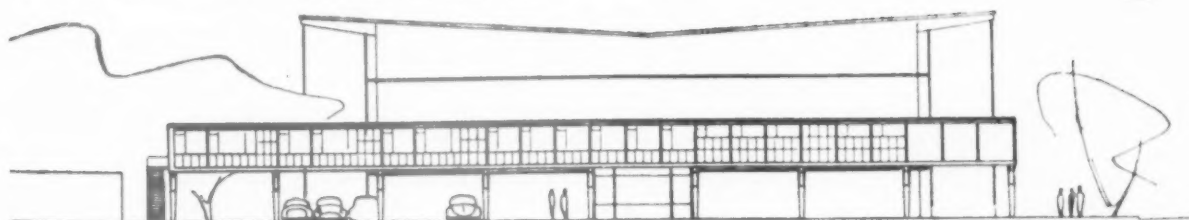
When one thinks about these Conference arrangements it is essential to realize that what looked right and proper before the war may not look right and proper in the present much-changed circumstances. Supposing that the existing House of Commons were asked to pass judgment on these Conferences. I am quite sure they would say firmly, first, that there is a real problem to be solved, and secondly, that in the 1950's the methods adopted by the Conferences are not the right way to solve it.

It is so important to get this business into its modern perspective. I do hope we shall look at this broadly and wisely, and merge all these pre-war problems into the constructive review of tendering and contracting which is to take place under the chairmanship of the President of the Royal Institute of British Architects.

What is the aim to keep in front of us? Surely it is to secure high standards of building at reasonable costs, and this without compromising the freedom of the industry; indeed, without freedom we shall not get high standards at reasonable costs.

The State and the Local Authorities have grown so powerful, and place such a high proportion of all contracts, that the organization and methods of the building industry are in some respects unequal to the strength of these great paymasters. The efficiency of well-managed and high-standard firms may well be at the mercy of the tendering system. And we must find ways to convince building-owners that they are getting value for money. At the same time the door must be open to new men to come in and make a success of building.

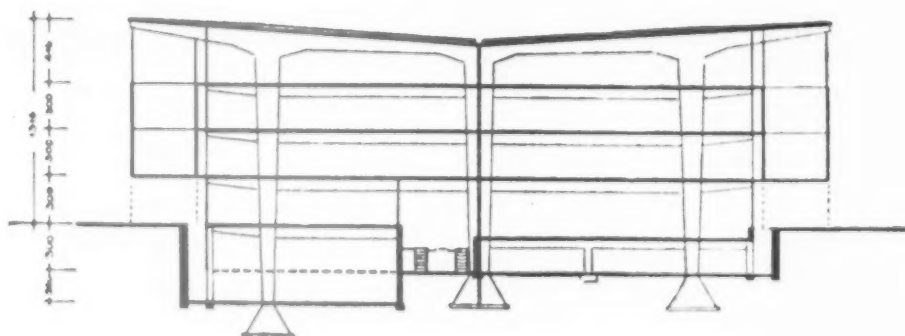




STREET ELEVATION



COURTYARD ELEVATION

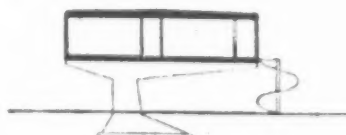


SECTION THRO GARAGE

Project for a multi-level Car Park

ARCHITECT: PAUL SCHNEIDER-ESLEBEN

This four storey garage is to be built at Dusseldorf in Germany. The parking floors are reached by 1 in 7 ramps fitted with heating panels to prevent ice forming, which have level landings at each floor level. The ramps are suspended from cantilevered roof beams by steel hangers. Floors are in prestressed concrete. The drawing of the cross-section shows the central expansion joint which also serves as a pipe duct. The ground floor space is occupied with washing pits and cleaning space. The annexe at the entrance provides accommodation for staff in the way of restaurant and bar, dayroom and changing rooms, lavatories and showers. It is built of steel on cantilevers supported by concrete columns which house the plumbing. The plans are illustrated on the opposite page (the 1st floor to slightly larger scale).



SECTION THRO ANNEXE

VILLA

at Vico Equense, near Naples

Architect :

NINO SAVARESE



Nino Savarese is one of a group of young and brilliant architects now practising in Naples. While still qualifying, he was working on projects for working-class flats in Naples, and since taking his degree has built a number of villas for private clients. He is at present building himself a house in Naples and another at Positano on the gulf of Salerno.

The Villa Parise at Vico Equense has been designed and carried out by Savarese, working as Architect—Building Foreman—Landscape Gardener and Interior Designer, with the result that it makes an extremely personal impression, and contains improvisations which would have hardly been possible if the architect had not been working from day to day on the site.

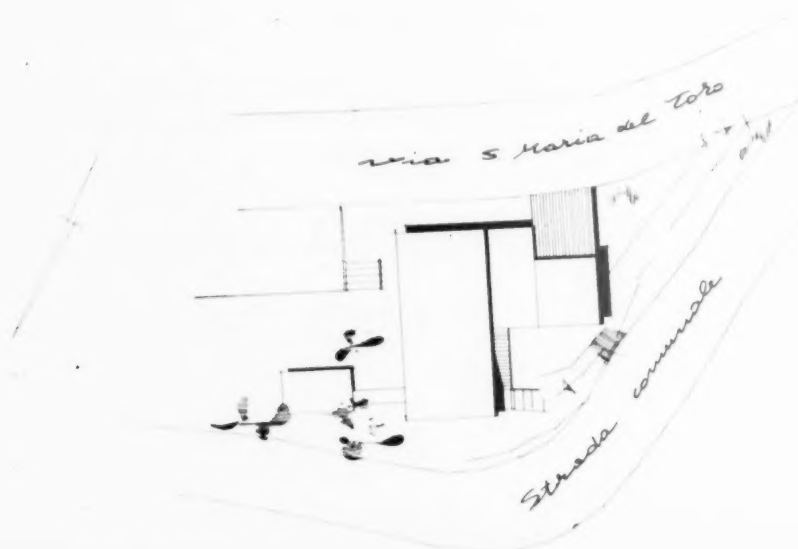
The house is built on a hill of limestone rock whose summit is crowned with a group of houses, closely set and forming a single block of peasant architecture, typical of villages round the Gulf of Naples. The steeply terraced site lies in the sharp angle of the hairpin-bended road leading up to Santa Maria della

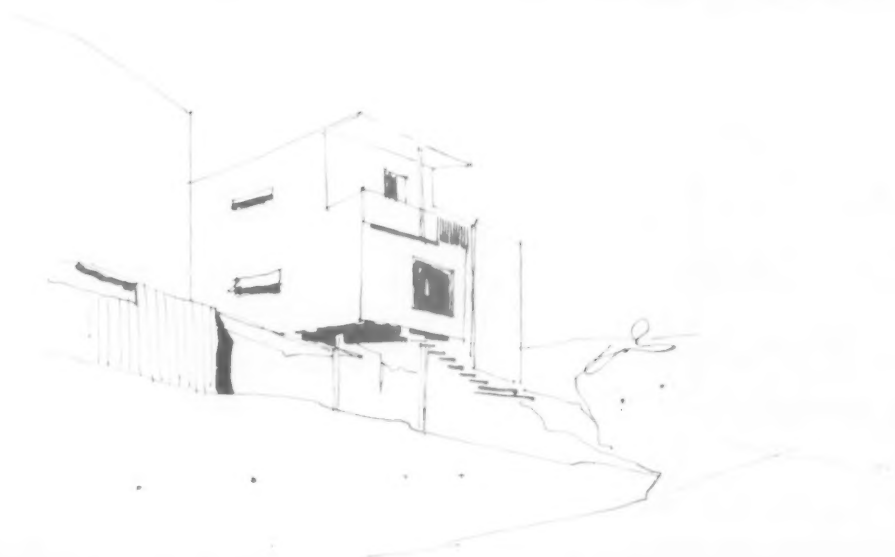
Torre, and is immediately above a railway tunnel. The site commands a view of the lower village, Vico Equense set on a promontory, the Mediterranean, Vesuvius and Naples beyond.

Its construction is bound up with the solution of a number of special problems :

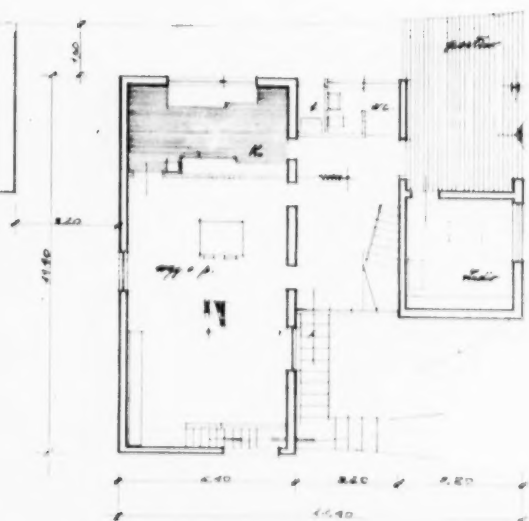
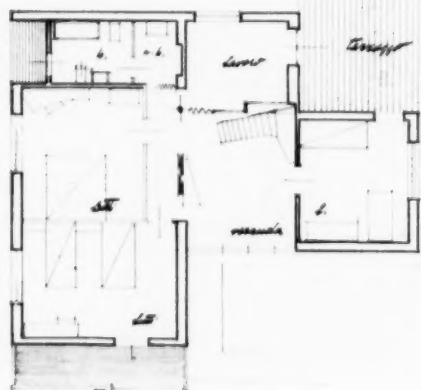
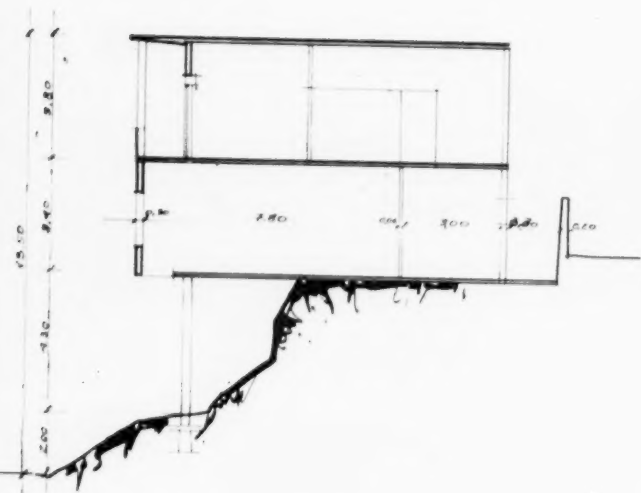
1. Minimum requirements laid down by the Commission for Monuments and the Landscape Commission for retaining the particular character of the district.
2. Making the best possible use of the limited site—about 150 square metres—and steeply terraced.
3. No possibility of altering the lie of the ground with the tunnel underneath.
4. Providing the number of rooms required by the clients, who had placed a limited sum at the disposal of the architect, which could not be exceeded.

The house, as can be seen from the plans, is partly set on the upper shelf of rock from where it is cantilevered out a distance of 6 metres on two reinforced concrete beams sustained by two iron columns, each





Sketches by the architect



composed of iron sections soldered together on the inside by iron plates, and capable of bearing a weight of 6 tons. The height of the column is 3.50 metres, which is equal to the difference in the height between the two rock shelves.

By cantilevering part of the building, the lower terrace could be used for a garden, to which access is given by flights of stairs, one of which leads to the sitting room through a sliding trap door in the floor, the other up to the entrance hall.

The following materials were used :

Foundations in limestone blocks.

Ground Floor: Tufa (volcanic stone).

First Floor: Blocks of pumice and cement with pillars in reinforced concrete enclosed within the walls.

Attics: Reinforced concrete.

Insulation: All possible devices have been employed to ensure insulation.

Window Frames: Iron Sections.

Balustrades and Staircases in iron — wooden treads (inside and out).

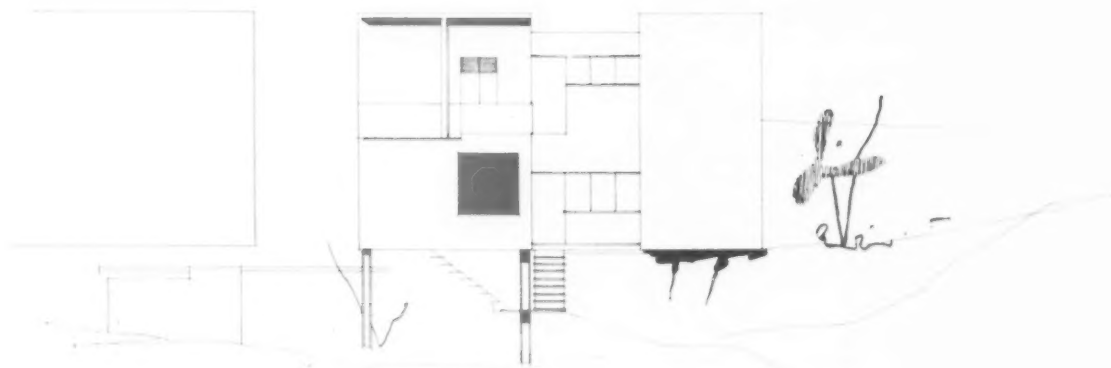
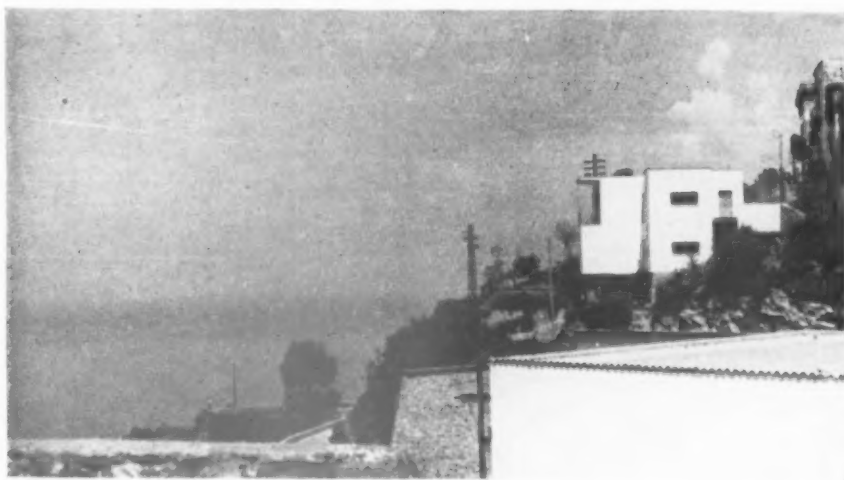
Flooring: All floors are tiled, designed by the architect, and made at Salerno, with the exception of those in the kitchen and laundry, which come from Sweden.

Furniture: Architect is responsible for all the furniture, which was made in Milan from his designs. Light-fittings executed in Sweden and Milan.

Colour Scheme. Outside : White. Dark grey wooden slatted shutters (worked on blind system), mechanism built into walls), dark grey window frames and all outside balustrades, iron work, dark grey.

Inside : Warm grey throughout except for a vertical panel in dark red and one in dark blue in the upper section of the staircase. And dark green, dark blue, earth red and red and white striped tiles in the different rooms.

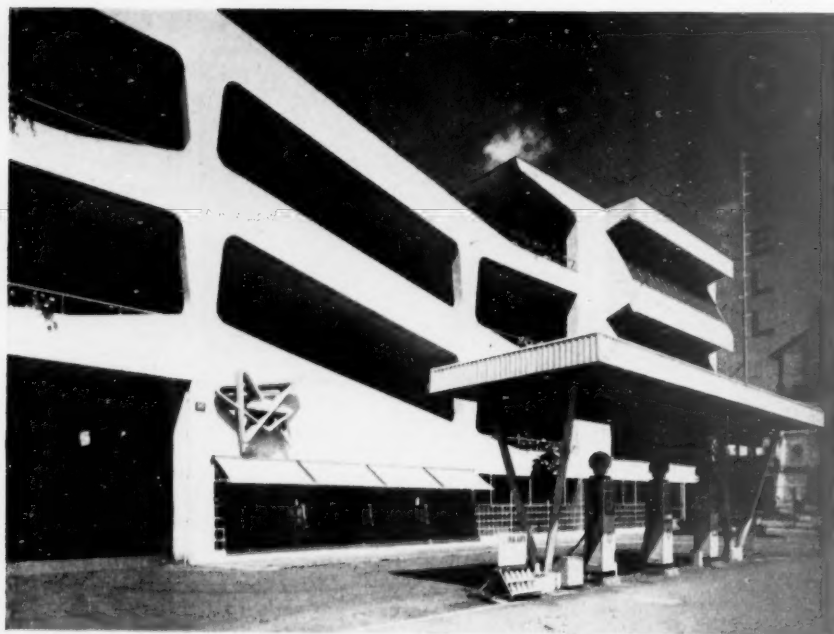
The work was done by local building labour, and the cost was about £4,000, including furniture and fittings.



N.W. elevation



S.W. elevation



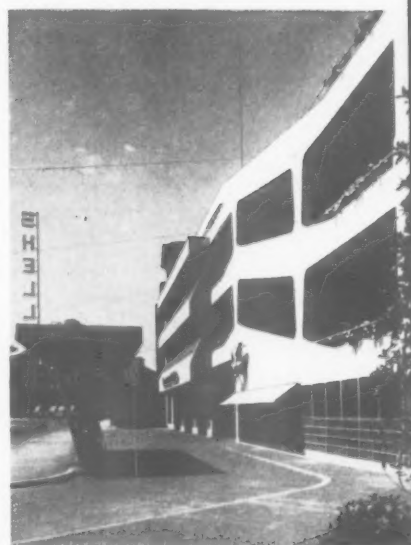
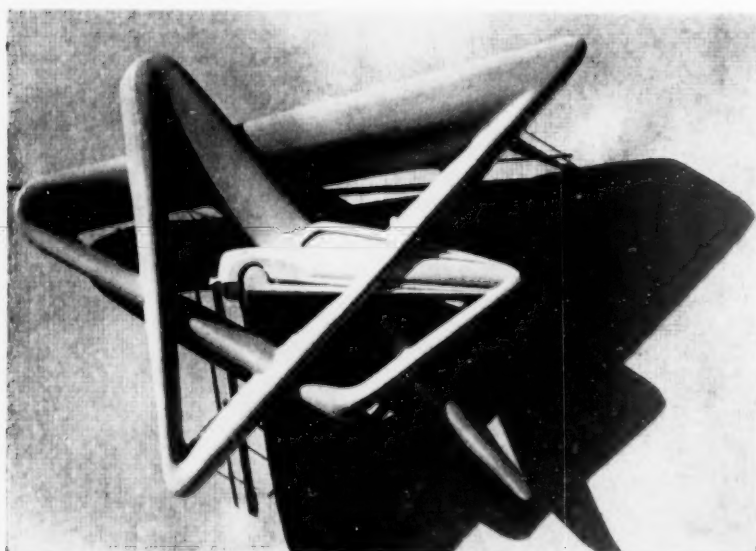
MULTI-STOREY GARAGE IN MILAN

THIS garage was planned with due regard to the local byelaws of the city of Milan and the severe fire regulations in force in Italy. An elongated site and a 12-metre (Approx. : 39 feet) limit to the height suggested a central zig-zag ramp giving access to parking levels on each side, each half a storey above the other. This provides a fire break between each half floor.

Two smoke-proof staircases one at each end of the garage satisfy fire regulations and there is a dog-leg staircase between the vehicle ramps for the use of customers.

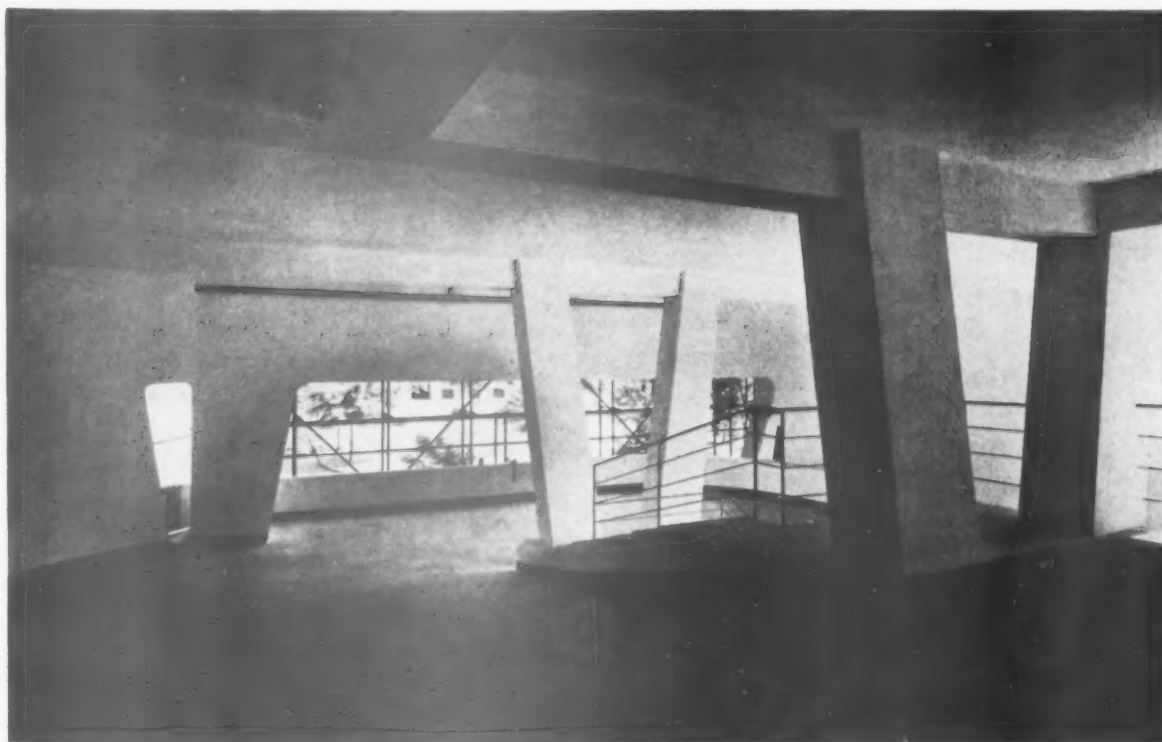
On the ground floor there are the administrative offices and a filling station and in the basement there are workshops, staff cloakroom, etc.

A vehicle lift allows either road side attention or cars may be taken down on it to the basement workshop for more detailed work.



ARCHITECT :
TITO B. VARISCO

ENGINEER :
GIORGIO KEFFER



Structure

A reinforced concrete frame supports R.C. slabs which are surfaced with bricks on the parking floors. The whole structure is divided into three by two expansion joints across the width of the building on either side of the access ramps which are supported on sliding bearings at each floor level.

The halls are freed from obstruction by the use of one central pier from which beams radiate to smaller columns at the edge of the parking space.

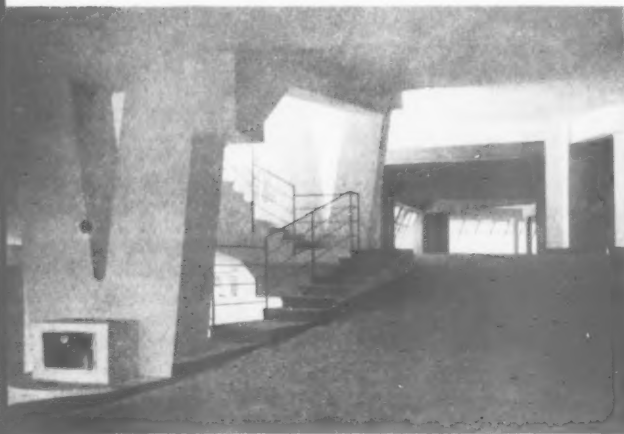
The Parapets to the ramps act as beams and have a peculiar shape derived entirely from the unusual stresses involved by this method of construction.

External steelframed windows slope inwards at the top to provide a barrier to fire spreading vertically, the cills project to provide maximum space for parking.

The ramps and parking halls are paved with non-slip tiles, the interior is faced with glazed tiles.

In each hall there is hot water laid on, compressed air, electricity and cold water in order that vehicles may be serviced as they stand.

Parking, washing and minor repairs are also carried out on the roof terrace over one half on the building.





WYMAN'S' BOOKSTALLS

designed by BRIAN PEAKE, F.R.I.B.A., A.A.Dip.(Hons.) M.S.I.A.

General

The Clients, Messrs Wyman & Sons, Ltd., have found it necessary to replace obsolete wooden bookstalls on many mainline railway stations by a more suitable and functional structure.

A standard design was required, adapted as required to satisfy individual station conditions and to suit its particular platform site, whether "island," recessed or projecting.

The following points influenced design and choice of materials:

- The new bookstall had to be erected on the site of the existing in as short a time as possible to avoid loss of trade. This suggested a prefabricated construction.
- The bookstall might have to be moved to another site on the station. Demountability was therefore required.
- Sulphurous atmosphere affects most materials and consequently easily cleaned, hard-wearing finish surfaces were essential to reduce maintenance.
- Porters' barrows are a constant source of damage to all platform buildings. External materials had to be strong enough to stand up to this wear or had to be protected in some way without obstruction to passengers or railway personnel.
- Advertising and display space were considered most

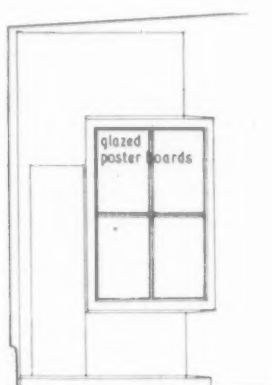
important and the bookstall was required to accommodate standard posters which were frequently changed, and the maximum amount of book and magazine display.

Design and Construction

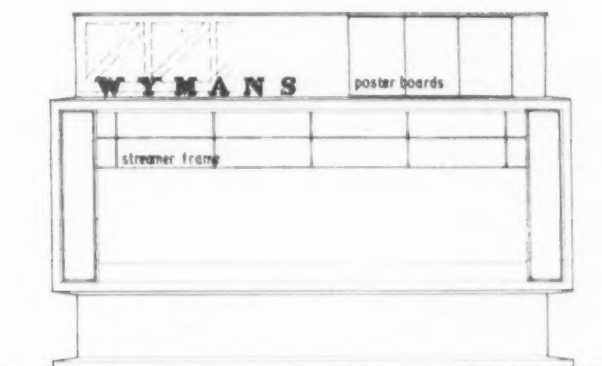
Three prototype bookstalls have so far been completed, at High Wycombe, Queens Park (on island site) and Cardiff General stations. Others are being erected at Crewe, Bletchley, Liverpool, Weston-super-Mare, etc., etc. Standard details were applied to all, the design varying only in so far as site dimensions and conditions and availability of materials dictated.

- The structure was prefabricated in the contractors' workshops. The whole process took approximately 8 weeks, of which 1 week was required for the erection of the main structure on site. The timber-framed structure is demountable and is erected on a weak mortar base. Timber framing is used only because of difficulties in supply of metal alternatives.
- Materials chosen were plastic sheeting (alternatively tiles) for the external cladding, aluminium for all projecting surfaces, terrazzo-faced pre-cast plinth blocks and waxed hardwood internal detailing. These

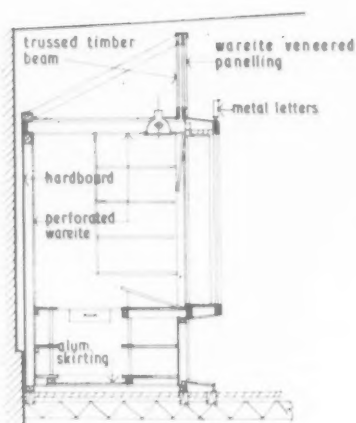
Bookstall at High Wycombe



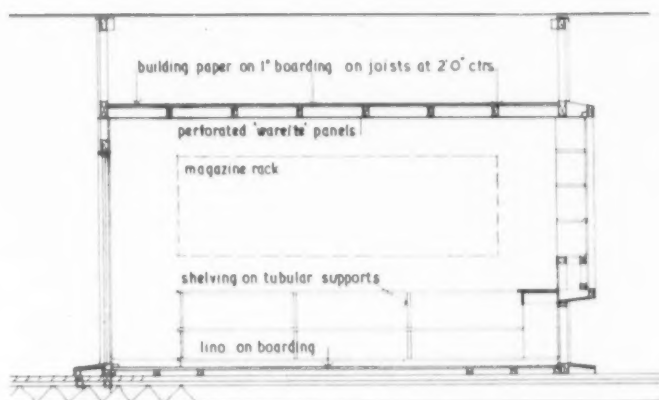
side elevation



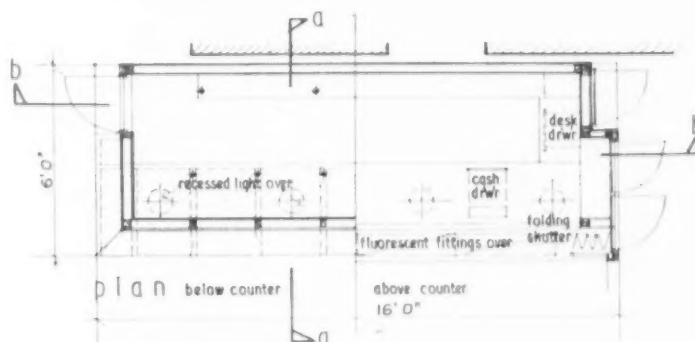
front elevation



section a a



section b b



scale 1 in 12 0 5 10 feet

materials require minimum of maintenance and are not affected by a sulphurous atmosphere. Materials used have sometimes to comply with the Railway architects' designs for station improvements, thus the detailing shown here in aluminium must be capable of being carried out in hardwood, and the plastic veneer be replaced by tiles or other suitable

details: bookstall at High Wycombe

cladding material to suit local requirements. (c) A projecting plinth protects the external cladding from damage by barrows, etc., and the continuous projecting aluminium frame at counter level reduces obstruction and saves passengers from tripping over the plinth. This has been the main factor dictating the form of the bookstall.

- (d) An uninterrupted counter space was provided, locked at night by collapsible steel shutters. The counter opening was spanned by a framed timber truss which formed a deep fascia to the bookstall and afforded space for movable poster display. External walls to the bookstall were used for poster display and the interior wall space for magazines, cigarettes and confectionery. All display fittings are standardized for interchangeability.
- (e) Neutral background colours were chosen, as it was considered that posters and magazines and book

jackets provided all the necessary bright colours. The plastic veneer is dark blue-grey, the aluminium has a natural finish, and the terrazzo plinth is grey-black.

- (f) Fluorescent lighting over the counter illuminates both the magazine and book display and the name WYMANS, in cut-out lettering, fixed proud of the fascia. Flush ceiling fittings light the interior.

Contractors for all bookstalls to date: Frank W. Clifford, Ltd. Lettering: The Lettering Centre. Shutters: Potter Rax, Ltd.

Continued from page 166]

Builders' Conferences

The Minister of Works was asked by Mr. King for a statement on his reply to the request of the County Councils' Association for joint consultation with him on the part played by builders' conferences in connection with tendering and contracting procedure. Mr. Eccles stated that bodies representative of the building industry, under the leadership of the Royal Institute of British Architects, were about to embark on a review of the tendering and contracting procedure in the industry. This review was not intended to be an inquisition into the activities of builders' conferences, but no doubt account would be taken of the measures they adopted to meet a real problem. He understood that the R.I.B.A. had already been in contact with the County Councils' Association in connection with the review. (Jan. 27.)

Mr. Walker-Smith asked the Minister of Works why he did not direct the arrangements of the London Building Conference to the Monopolies Commission or to an investigation of a judicial or quasi-judicial nature. Mr. Eccles said that the review to be undertaken by the industry would cover a wider field than the activities of the London Builders' Conference, and he had hoped that a special investigation of the activities of the conference would not be necessary. He was, however, prepared to recommend reference to the Monopolies Commission, or some other appropriate body, if that would assist the general review, and he was consulting the President of the Board of Trade on the suitability of a reference to the Commission. (Jan. 27.)

Brick Stocks

Mr. Gibson questioned the Minister of Works about stocks of building bricks at the beginning and end of last year, and about the concern expressed by brick manufacturers at the reduced stocks. Mr. Eccles replied that experience had shown that as the brickyards received more orders they made more bricks, and it was not the brick-makers who were concerned about the low level of stocks. These were 184 millions on January 1, 126 millions on November 30, and 144 millions on

December 31 last year. The Minister of Housing and he believed that prompt ordering and prompt payment, and buying where possible locally produced bricks, were the best measures to secure an adequate supply. Mr. Gibson said these figures were very different from those published in the *Digest of Statistics*, which showed a considerable drop. The Midland Federation of Brick Manufacturers had pressed for an enquiry into production, and had suggested that because of the shortage it might be necessary to import foreign bricks to maintain the housing programme. Mr. Eccles suggested that the difference might be due to the fact that he was referring only to building bricks, and not to all kinds of bricks. They were getting on very well with brick production, which in December was 544 millions, compared with 486 millions a year earlier.

Answering local complaints Mr. Eccles told Miss Ward (Tynemouth) that brick production in Northumberland was increasing, but a large number would have to be imported from outside the county. Taking the northern region as a whole he expected the deficiency in 1953 to be made up by substantial deliveries of fletton or other types from other regions, and by imports from abroad. Mr. Tom Brown (Nice) said that in Lancaster bricks were being wheeled into stock, but Mr. Eccles replied that only the other day he was talking to brick-makers in Lancs who had large contracts for Northumberland and the north-east coast. Mr. Brown repeated his assertion, adding that the bricks could not be sold because of the price—and Mr. Coldrick (Bristol, North-East) said the same applied in Bristol—and the Minister said he would look into it. (Jan. 27.)

Land Prices

Mr. Gibson questioned the Minister of Housing about increasing prices of land, which he said had trebled in some cases. Mr. Macmillan stated that he had very little evidence that unreasonable prices were being asked. It was to be remembered that vendors could no longer expect anything from the £300 million fund, and that developers no longer had to pay development charge. Some increase in price might therefore be justified in some cases. Mr. Gibson quoted the case of a group

of self-help builders who negotiated for a piece of land in Surrey for £3,700, and immediately the development charge was abolished the price jumped to £11,000. Was that reasonable, and was not some Government action necessary? Mr. Macmillan explained that, without knowing what was the claim on the fund, and therefore the difference between existing use value and the total value, he could not answer. (Jan. 27.)

Selling Price Control

Mr. Vane asked the Minister of Housing if he would modify the control on the selling price of houses built since the war so that, while an effective check was retained against speculation, a vendor would not be penalized—as he was now—when he might wish or be forced to sell his house. Mr. Macmillan replied that he had this matter under consideration and hoped to make a statement later in the session. (Jan. 27.)

Raising Output

Mr. Osborne asked what action the Minister of Works proposed in consequence of the Girdwood Committee's latest report that in 1947 45 per cent more man-hours were required to carry out a given quantity of work compared with 1938-39; that in 1949 productivity was still 20 per cent below pre-war level; and that average productivity during 1951 was no higher than in 1949. Mr. Eccles said that the Government's policy was to create the conditions under which the building industry would be able to increase productivity. In the main these conditions were more materials, better incentive schemes, better management and more freedom. There was a marked rise in productivity last year, and he was confident that this progress would continue. (Jan. 27.)

District Heating Report

The report on district heating by the Heating and Ventilation (Reconstruction) Committee of the Building Research Board of the Department of Scientific and Industrial Research has been received. Mr. Molson, Parliamentary Secretary to the Ministry of Works, stated on Jan. 29 that it will be published about the end of May as Vols. 31 and 32 in the series of Post-war Building Studies.

ADDRESS TO STUDENTS

by The President of The Royal Institute of British Architects,

HOWARD ROBERTSON, M.C., A.R.A., S.A.D.G., given on February 3

I THINK it is not unfitting that my first address to students should be prefaced by some remarks about the relationship between students and our Institute.

The word "student" only connotes a stage in an architect's career. The student becomes an architect; the genuine architect remains a student all his life. There is a line to be crossed at examination time; but there is no separation of interests between any of us. What the Institute tries to do in order to benefit its fully qualified members is automatically of benefit to students who are going to qualify. What it does for students is going to be valuable to all architects in practice. We are all the same race of people, merely arriving at different ages and stages. The work of the Practice Committee, the Salaried and Official Architects' Committee, the Public Relations Committee, to mention but three, is directed to ends which in the broad sense are of benefit to students, as aiming to improve the status and prospects of the profession and of the practice into which they are about to enter.

The Board of Architectural Education and its various committees provide the outstanding example of continuous and mainly voluntary service in the Institute devoted essentially to educational matters. The Visiting Board, the Juries, the special committee which sits to review the whole position of education, occupy the time of many busy people whose time is often precious. The extent to which public-spirited architects give their working hours gladly and freely to Institute purposes is probably not fully realized, and the proportion of that particular contribution of voluntary service which is devoted to the educational side requires to be underlined. I mentioned these facts because many students in days to come will, no doubt, be making their personal contribution in the same way. And they must not be disappointed if instead of bouquets they are the recipients of criticism which sometimes comes in its fullest force from those who have made the least personal effort to help their Institute. Architects will ultimately, of course, get the Institute they deserve. I think we can to-day be reasonably proud of ours; and membership of it is a hallmark. It will be due to the apathy of the many, rather than the fault of the few, if we fail to maintain our standards.

It is difficult to know at the outset of training where one's talents and abilities may lie. They are apt to develop or be found wanting only slowly, as

one matures. Perhaps the best attitude at first is that of the Kon-Tiki navigators—to go along with the current and not force oneself into planning a course too rigidly in advance. For instance, some architects are poor assistants but prove to be excellent directors of their own practices, because they have, let us say, a flair for making contacts or for organizing and delegating. Others have the sense of organization but cannot manage to pick up work. Others still are marvellous within an organization but feel that they will not stand too well alone. It is a matter of personal endowment of temperament, environment, of relationships, and of alertness or good luck in following the turn of fortune's wheel.

But whatever the future may bring, there are certain conditions to be observed, not as guarantees of success, but as contributing thereto.

Apart from an enthusiasm for architecture, which I hopefully assume in every student present, there is the matter of technical equipment, and this is a complicated subject bound up with educational methods. I cannot speak of these this evening, but only of the end in view.

The first and hardest thing to remember is that in this professional world, however deserving one may feel oneself to be, nothing is owed to any of us. Nothing is ours by right. Therefore, from the outset, one has to market something; in this case, first one's talents, and finally one's services. If everyone is going to earn a salary, and eventually fees, it is necessary to provide a service in exchange. And even a student entering an office for the first time is expected to bring with him a certain basic technical and manual skill, and be able to deal with simple problems. To draw firmly, title legibly, dimension clearly, so that sharp prints can be taken, is a great asset in an office. To be able to produce a simple, agreeable and realistic perspective sketch that a client will understand is a further accomplishment which is valuable but rare. Unfortunately, drawings in the manner of Osbert Lancaster, Le Corbusier, Mies van der Rohe, or even Gordon Cullen, are of little avail except when done by these masters themselves. Please aim at something more prosaic to begin with. The architect's office has to communicate with clients or committees often lacking in artistic awareness, and must use simple channels. And a perspective—realistic, crisp and well composed—is one of them.

A second desideratum is a grounding in simple construction. Dampcourses, flashings, windows, door details, gullies

and gutters unfortunately still exist as building features. Knowledge of these need not preclude a nice taste in space frames; but basic knowledge of the simple essentials is indispensable.

And here I must confess, and warn all concerned, that architects' work to-day is about 90 per cent factual, and only 10 per cent dreaming and designing. Designs happily seem at times to take shape quite suddenly in one's mind, and can then be sketched out quite quickly. But the routine of administering contracts, of correspondence, of dealing with troubles, and, last but not least, of attending to endless factual working drawings and tiresome schedules, quite honestly occupies most of the office time. Once the sketch scheme is accepted building projects become problems of contracts, prices, foundations, structure and services, services, services. And all architects' offices are full of youthful and elderly men hoping, hoping, that someone else will attend to just those things. The elderly men in question are often the partners, people like myself, who know that the chores are inescapable. The youthful ones are, of course, sanguine people like yourselves.

Personally, I would like to see consideration given in school courses to the possibility of a rather more factual study of the business side of architectural practice; awareness of it is becoming quite vital. Something might have to be crowded out to achieve it. Thoughts on what could be sacrificed are, however, out of place to-night.

But I must allude to a criticism often levelled against architects, that they pay insufficient attention to costs. Actually very few to-day are guilty of that. A very hard economy holds the architect's sensitive nose right down amongst the obnoxious prices, with the quantity surveyor at hand with his smelling salts. Our trouble has been to produce anything architecturally satisfactory while prices rise against us; and the balance is struck by whittling down either size, quality of structure, or materials, and finish. You cannot have both when people are trying to beat an impossible budget.

No one expects students to be cost-minded by nature, but it is salutary for schools to teach how to cube, and to call attention to price ranges per foot of current types of building; also to point out that a description on a drawing reading "partitions to be made of some plastic material" may possibly contain the germ of a hideous disappointment when prices are considered. It is interesting for the student himself to know a little about costs, and to observe and note what is

actually being achieved in current building. The best way, of course, is to pay the bill for some minor construction of one's own, or better still, the family's.

I now come to the more interesting side, the one that probably appeals most to all of us: namely, architectural design.

I suppose one of the truest platitudes for the lecturer on design is the one about having to put something into oneself before expecting to bring much out. The question arises, what should one try to absorb in order later to be oneself productive?

The temptation in my day, and it is still there, was to form one's design vocabulary on the recent work of other architects; to be briskly alert for the latest mannerisms and stylish turns of architectural expression; to pick up all the tricks, unfortunately without realizing that these are probably the mannerisms of architects whose deeper contribution is based on a study and development of fundamentals which they have laboriously explored and developed.

Living men who have looked below the surface and are thoroughly familiar with tradition, although they may not use its vocabulary, include famous and familiar figures such as Auguste Perret, Frank Lloyd Wright, Walter Gropius, the late Gunnar Asplund, Le Corbusier, Mies van der Rohe, Richard Neutra, and many more. Some of them have imitators who may fondly hope to start where these men leave off. But they may forget that these leaders developed their own personal expression the hard way, by endless study and experiment, in some cases accompanied by frustration and disappointment. Their work may be in one sense laboratory research, in that it does not always produce satisfactory or conclusive results for general application. But it brings to the surface very stimulating suggestions and sometimes idioms of great expressiveness and character which are eagerly seized upon and too rapidly become tricks of the trade.

Groups and cliques of disciples form, often with a healthy intolerance of each other. Groups are not to be despised. They have always existed in the past, and render great service as spearheads for progress. The danger arises when they have served their purpose but continue on as power groups for pressurizing opinion or for the advancement of individuals.

In the immediate past an attempt was made to establish something in the nature of an international "style." It is a pity the word "style" was used, for a "trend" might have expressed a more defensible intention. It is difficult to endorse the idea of a truly international "style," since climate, ways of life, natural environment, and other factors differ in most countries, just as the people of those countries tend to differ. Surely the way for a designer is not to be too self-conscious, but to develop his own personality, and fol-

low his own inner convictions, which will be formed according to his own environment, his way of life, his study, his experience. The student does right to study and follow such movements to analyse their root causes; but he should retain his own independence and judgment.

This brings me to the reflection that most of us are apt to design with an eye too firmly fixed on our brother architects and publicity in such journals as quite legitimately follow their own policy of stressing more particularly the advance-guard movements. Many of us are frightened of being thought old-fashioned, or of having an effete and outworn label attached by the knowing ones to our own personal type of expression. Magazine critics do undoubtedly help to foster this fear. An American journal will write a caption that such and such a design is "Perret-Beaux Arts." This is, of course, at first glance a terrible condemnation, and the architect culprit is expected to shrivel up amid the jubilant execration of *avant-garde* readers. Another article will come to the unhesitating conclusion that the all-glass house by so and so (only recently acclaimed by the way) is now quite demoded, and in fact represents the end of an epoch. The real thing is, of course, the more recent all-glass house by such and such, which vibrates with the tension of the new age. And so it goes on. It would not matter if this sort of writing did not lead architects away from what is terribly important, namely, designing primarily to do what they are paid for, namely to serve their clients by giving them the pleasant, usable, durable, practical, and good-looking buildings which they have the right to expect for even a meagre capital investment.

We architects could quite easily design ourselves out of a commission, just as the builder could price himself out of a job. It is salutary that we should realize this. We should not spend too much time on designing for a Mediterranean climate, or on providing such things as all-glass fronts and interlocking space just for the fun of it in cases where practical demands undeniably suggest more solid walling and considerable privacy. Our architectural treatments should, in fact, be soundly and factually based.

This is not to say that we should sink back into a slothful imitation of the past. Some people may be discouraged by the difficulty of producing an architecture fine and pleasing, creative and in the spirit of the age, and yet legitimately individual. But it is not impossible. Frank Lloyd Wright's work is quite unmistakable, not totally original, of course, but very nearly so; it is hard to think of anyone who drew just like that before. The architect who really feels he has the spark need not be afraid. His genius will come out all right, given hard work and a modicum of opportunity. But great individual contributions are seldom made by architects who think more of being stylish than of developing style.

All this may sound rather patronising and smug. But we may as well recognize that our job is an intensely difficult one, and the path of aesthetic integrity beset with temptations. Ours is an architectural Pilgrim's Progress.

An interesting sideline in the matter of architectural style, as affected by the so-called "machine age," is the change in the appearance of machines. In the early days there was a reflection in the design field of the sort of machinery that the Wright Brothers contrived for their biplane. Our chairs and tables and Mondrian's painting all felt it, and it still persists. But now, so gradual as to be scarcely noticed by most people, we see the merging of the rigid mechanical form with the biological. The new Handley-Page H.P. 80 looks more like a great bird or fish. Our locomotives and racing cars are developing an almost reptilian form. The painters and sculptors, as always, have sensed this. Look, just to take two examples, at Graham Sutherland, and some recent work of Reg Butler.

Developments are nowadays so rapid that it must be very hard for assessors to judge a competition with an open mind, especially one for students. I suppose we must recognize that to win an award in a competition it has always been necessary either to have a good deal of knack, or better still to exhibit some quality that first intrigues and then captivates the jury.

Competitions may be heart-breaking; but they are a superb training-ground for us all. They reveal where one stands oneself, not to forget, of course, the human failings of all assessors except the one who makes that rare personal award. To-day it cannot truly be told that assessors are stylistically prejudiced. They do try to recognize what is appropriate and what is good of its kind. Any student who is disappointed with the results should not be at all discouraged. The careers of all artists have been sprinkled with disappointment, and recognition often comes very late indeed. But when we embrace an artistic career we must be prepared to accept its vicissitudes. We are assured of being in excellent company.

The High Paddington Housing Scheme Broadcast

Problems of high density building, which the recently published High Paddington scheme was designed to meet, will be discussed by Professor W. G. Holford, Consultant Planner to the City of London, to-day, February 5, at 9 p.m., in "Prospect," the Third Programme's monthly review of current questions in architecture and town planning. This broadcast will be repeated on Saturday, February 7, at 11 p.m.

Solid Fuel Fires

I HAVE lately been looking round showrooms displaying solid fuel fireplaces and if the average exhibit is truly representative of what the public really like, the standard of taste is certainly extremely low. It has occurred to me that this is a field in which the Council of Industrial Design would be better occupied than in bothering so much about coronation souvenirs. One of the facts which struck me in particular was that the public seems to be quite unmindful of the amount of dirt and dust which is invariably near fires whatever their type and consequently smooth surfaces with the minimum of dust-collecting ledges and projections are desirable. Several salesmen indicated that brick-fire surrounds remain extremely popular especially those of rather rough bricks in very complex patterns. I was also very impressed by the considerable prices the public seem willing to pay for some of these atrocities of design, prices greatly in excess of those needed for very pleasantly designed and, moreover, more serviceable surrounds.

It appears that the greater proportion of the fireplace surrounds displayed are sold directly to the general public to replace existing surrounds. Such better designed products as one could see were, I was told, kept for sale mainly to architects or clients advised by architects or the higher class interior decorators. I was not surprised to be told by one salesman that one reputable private enterprise builder always sent his bricklayer foreman to select the fireplaces as this foreman appeared better able to choose designs which appealed to would-be purchasers than could he, the builder, or his designing staff.

Many of the showrooms I visited are associated with the scheme to encourage the better use of solid fuel and I was consequently surprised to see that there is still a fairly high proportion of the old stool-bottom and hearth-type fires displayed in the surrounds being offered. It seemed to me that only limited efforts were being made to push the improved appliances, more especially the closed and closable types. I do not recollect seeing a single set of a suitable surround and a closed stove displayed. There were plenty of closed and closable (or should it be openable?) stoves offered as independent units and enumerable continuous burning open fires for which all sorts of wonderful claims were made, so wonderful that one wondered if it would ever be necessary to buy more fuel again. These claims must be, in many cases, quite unreasonable as the amount of heat must be closely related to the amount of fuel consumed, subject only to slight variations of efficiency. For many years I had a very well-known make of open fire in one of my rooms for which great claims were made by its producer for its economic fuel consumption: the claims were very true because after a few hours

so little air was able to work its way through the accumulated ash that it could not burn quickly but, as one might expect, the heat output was just as small as the fuel consumption. It was replaced by a closed stove which did not in fact consume much more fuel but we are kept properly warm both by night as well as by day.

I know there are appliances on the market which have been approved by the Ministry of Fuel as being efficient but on what basis these appliances are approved is never disclosed to the public. In place of this M. of F. approval scheme I would prefer to see a more positive indication of their relative efficiency based on agreed B.S.I. tests under controlled conditions and the degree of efficiency should be marked on the appliance or its showroom label. These test conditions will not always simulate those of a particular installation but at least one might know that under test conditions using an average quality of domestic fuel that their efficiency is X per cent. This would encourage the production of those appliances with the highest efficiencies but if one preferred, for reasons such as appearance, some slightly less efficient type at least one would know what one is buying. In addition there should be set an absolute minimum efficiency based on these tests below which no appliance could be sold as B.S. and the C.U.J.C. should take every possible step to see that any appliance merchant co-operating with the Council did not offer appliances to the public of lower efficiencies. This might rule out most types of normal open-fire, basket grates and similar luxuries but I don't think we should assist in any way the sale of appliances which misuse our national resources.

I do not believe it would now be impossible to prepare such a B.S. and to arrange for the type-testing of appliances to such a standard. I have a feeling that the Ministry of Fuel may have been encouraged to certify appliances by the makers on the belief that if there was a B.S. scheme the makers would involve themselves in new costs. To the public it does not matter whether the costs are paid in their taxes or on the appliances they buy as whatever happens they will have to pay, but I believe there would be more faith put on test results based on a B.S. scheme, the details of which are published for all to see.

Fireplace openings have, to a wide measure, tended to standardize themselves in recent years but there is still very wide variation as one finds to one's cost if a replacement grate is wanted. I am sure there is still room for more precise agreement on the shape of fire-backs so that grates are interchangeable. This brings me to the subject of the fire-backs themselves. In the last 20 years there seems to have been a very high proportion of very poor quality backs supplied, due, I fear, to

serious price cutting among those who sell fireplace suites. I think it is high time that B.S.I. issued a quality standard for fire-backs giving perhaps several grades. Some types of appliance, in my experience usually depending on the type of fuel for which they are designed, need better quality backs than others. I do not like the one-piece backs as they seem to break down far too quickly, partly no doubt because they are made of poor quality refractory material but partly because they are wrongly designed to meet the normal firing conditions.

There are several B.S. existing for solid fuel appliances but in my opinion they are long overdue for revision. B.S.1251 for open fires is particularly out of date. I wonder also if those responsible for the preparation of these B.S. include persons with adequate experience of property maintenance as poor appliances and insufficient standardization are matters with which they would be fully capable of giving very useful guidance.

DUTCH UNCLE

Code of Practice for Safety Lighting and Primary Maintained Lighting in Cinemas

The British Standards Institution have circulated for general comment a draft Code on Safety lighting and primary maintained lighting in cinemas, drawn up by a Committee convened jointly by the Institution of Electrical Engineers and the British Standards Institution. Comments are invited from interested persons and bodies, and should be sent to the B.S.I. not later than February 23, 1953. The comments received will then be referred to the drafting committee for consideration prior to preparation of a final document for promulgation.

The Code relates to the safety lighting and primary maintained lighting in the auditorium, passages and stairways and all other parts of cinema premises to which the public have access. It supplements the statutory regulations made under the Cinematograph Act, 1909, and administered by the Home Office.

The Code indicates how the effectiveness of the lighting is influenced by the architectural proportions and planning of the building, the layout of the seating, the location of the exits, the decorations and furnishings, and the brightness of the screen or stage. Electrical or gas installation practice is excluded from the scope. Appendices refer to investigations made to establish an appropriate minimum level for safety lighting and to considerations affecting the use of coloured light in place of white light.

Copies can be obtained from the British Standards Institution, Sales Branch, 24, Victoria Street, London, S.W.1, reference CO(CME)5119. Price 2s.

A New Paint System

999 Colours from 16

A DEMONSTRATION at the Café Royal last week of the new Colorizer system introduced by Jensen and Nicholson for their Robbialac paints gave convincing evidence that this new development will be a boon to all sides of the building industry.

For a long while Architects have deplored the lack of variety indicated by the normal run of manufacturers colour cards, and much time has been expended within the office or on the site in mixing the exact shades of paint desired. From the stockist point of view any vast increase in the numbers of manufactured shades would be bound to put a strain on available storage space. On the site the shortage of experienced operatives has been felt and the man who can mix paints to exact colours may be something of a rarity.

In America elaborate colour systems have been in use for some while in the building industry. One system of colour annotation well known to architects in this country—the Munsel system—has been used to some extent for colour in many of the Hertfordshire schools. In the years since the war an increasing number of paint manufacturers in this country have mixed paints to order in the Munsel range of colours.

The colours for the new Colorizer paint system are related to a system used in the United States of America. Colourants in 16 different colours have been manufactured and these mixed with a white or grey base enable 999 different colours to be struck. There are 528 tints based on white and 470 shades based on grey; the grey itself completing the 999 colours. No colour calls for more than two different colourants.

Colour samples of the various shades and reference numbers are available on cards measuring 10in x 2½in x 1½in which are contained in a leatherette case. This system is ideal for carrying around and costs 25s post free. An album with the tints and shades graded on each page is also available at a cost of £8 and this would be ideal for the builders merchant or for the stock-room.

As Mr. T. H. Vinnicombe (Director of Jensen & Nicholson's Decoration Division) pointed out at the Café Royal, the colourants used are entirely new and revolutionary and are not to be confused with ordinary tints and stainers. The colourants are supplied in eight different sizes which serve to colour a gallon or a small tin of white or grey paint. Furthermore as was clearly shown by sample mixings and brushings at the demonstration, the colourant which is supplied in a tube is quickly squeezed out and dispersed in

The controlled strength of colourant is being squeezed into a tin of basic white paint. On the left is a leatherette case containing colour cards.



the material by stirring or even shaking and perfect repetition of the required shade was obtained.

Besides greater choice of colour, some other advantages this system offers are—The stockist needs less space to store more colours. Brush hands can do the paint mixing. The Contractor has no need to "knock up" large quantities of paint as small amounts can be mixed to the exact tint required. One tone lighter can be selected for undercoats or the same colour used for all coats.

The Colorizer system is available for the whole Robbialac range, Enamel, Eggshell enamel, Suede finish and Undercoat.

The cost of the Colorizer paints compare favourably with others on the market at 57s 6d per Imperial gallon for the Enamel, 55s 10d for the eggshell and 41s 10d for the suede finish. Included in this cost is the basic grey or white paint and one or two tubes of colourant as required to meet the shade desired by the customer. In cases where large quantities of one colour are required this will be sent already mixed direct from the manufacturers factory.

Robbialac Colorizer paints are to be distributed from March, but at the moment only to stockists in greater London and the Home Counties. Until distribution is wider, decorators and builders outside the Home Counties will be supplied with any of the new colours in any of the four finishes direct from Jensen and Nicholson or through their Decorators Merchants.

The new range of colours are confined to the lighter tints and shades as it was felt by the manufacturers that these were the colours in most demand for large areas of paint work. But ten deep colours of Enamel are available. It is intended at some future date to enlarge the system to include the deep tones or saturated colours for which there is undoubtedly some demand. However, technically it would appear a more difficult problem to produce an

extension of the present range in the deep tone colours. In any case in a great many situations flock papers or other materials in deep tone colours would seem to be a better answer than paint.

CORRESPONDENCE

One-Stack Plumbing

To the Editor of A. & B.N.

Sir,—I have just read with considerable interest the comments made by "Dutch Uncle" on the question of One-stack Plumbing, as discussed in "Building Research Station Digest No. 48."

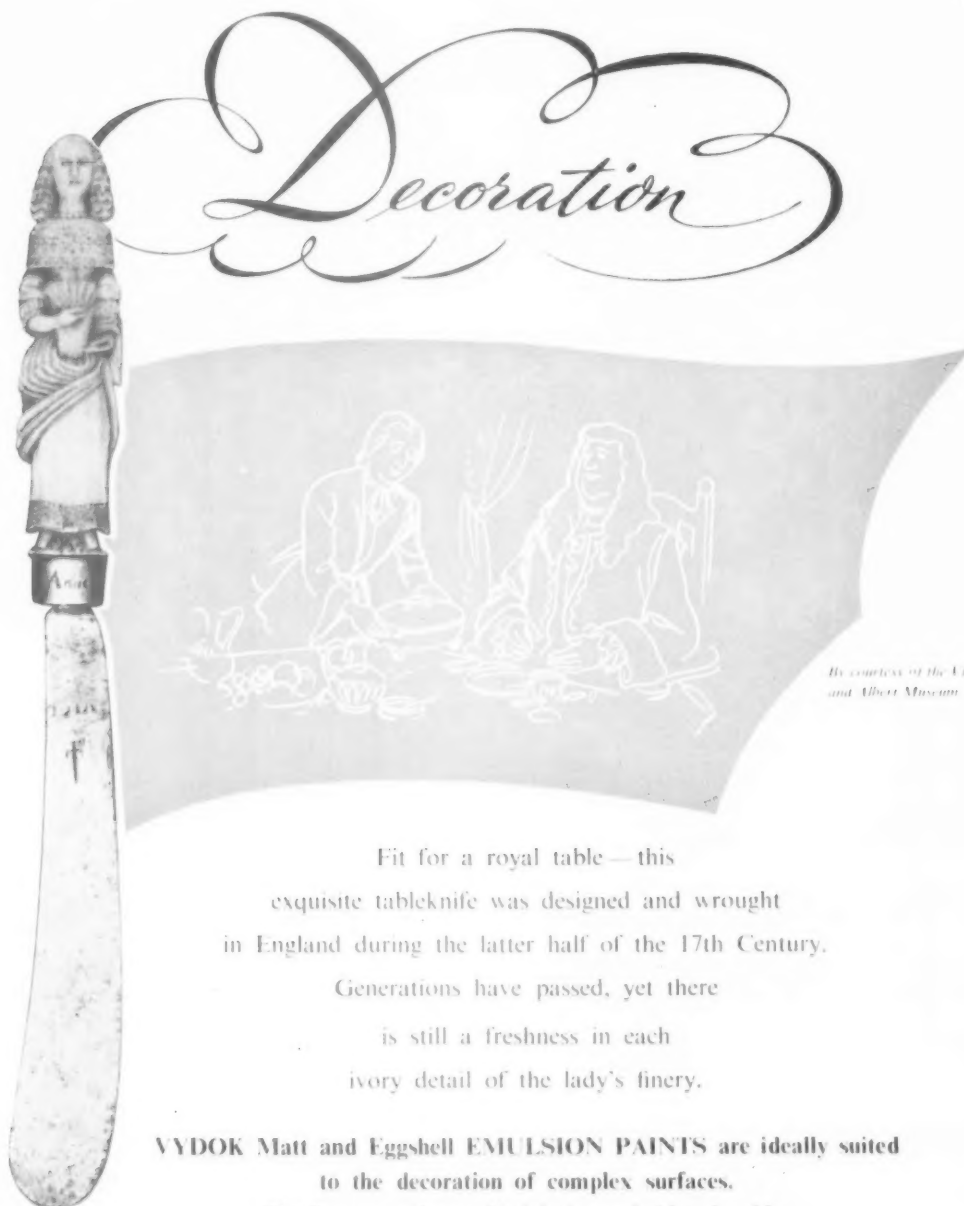
It seems to me that the majority of the comments of "Dutch Uncle" are very much to the point, but I am just a little concerned regarding what I consider to be a serious weakness in the Single-stack System (C).



If a stoppage occurred at point "A" on the attached sketch, there would be a building-up of sewage, and if this continued, it would seem that discharge would take place through the sink.

Stoppage at the point indicated would seem quite possible, and I think it would be of interest to readers to have opinions on this matter, and possibly suggestions to overcome the difficulty, if it is agreed that it could arise in practice.

I am, etc.,
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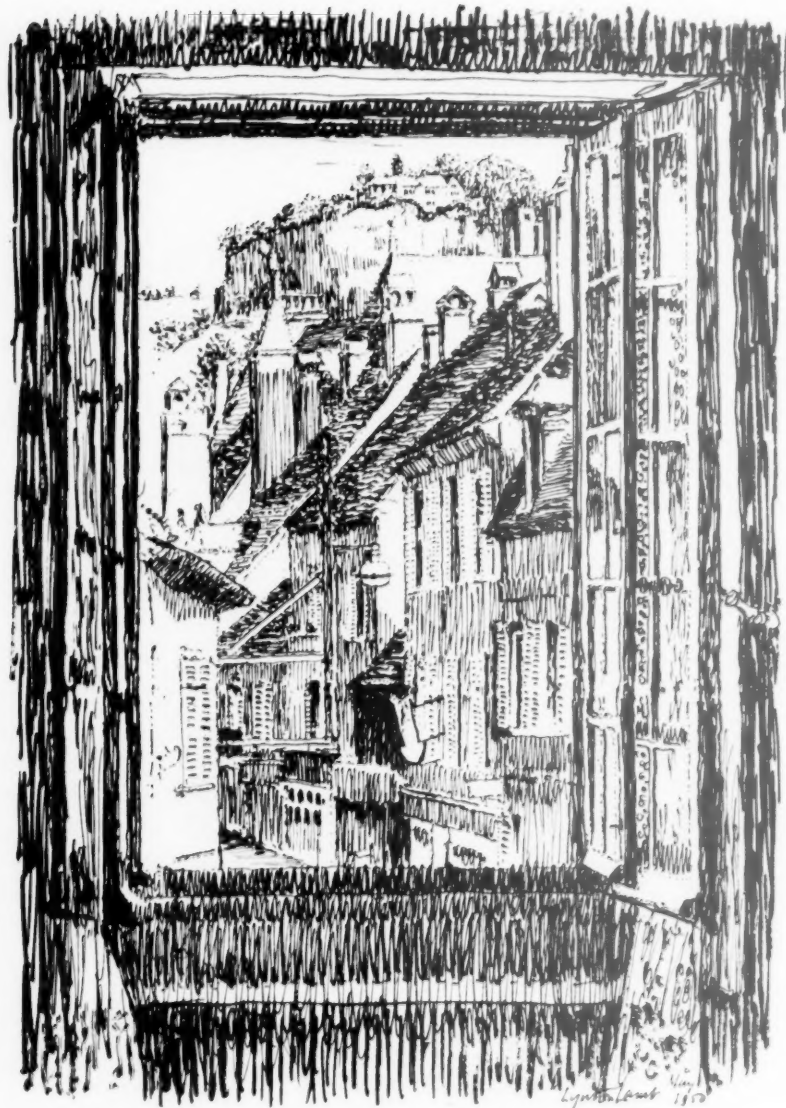
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Ornans from the Hôtel du Jura

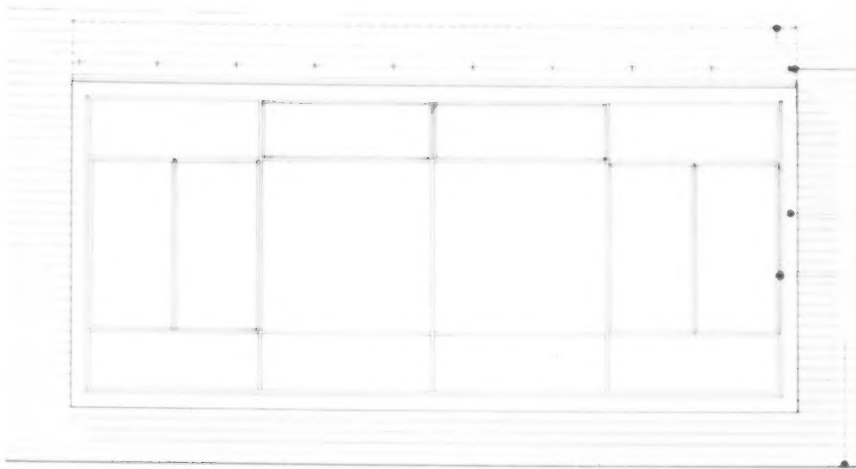
BY LYNTON LAMB

Lynton Lamb's drawing was done from a window of the Hôtel du Jura at Ornans. It evokes memories of a drowsy afternoon in this little French town, when apart from an occasional strident note from the klaxon of the inevitable 'Quatre Chevaux' or the bark of a dog, all was quiet as the town slept off the effects of the wines of the Moselle and the Jura.

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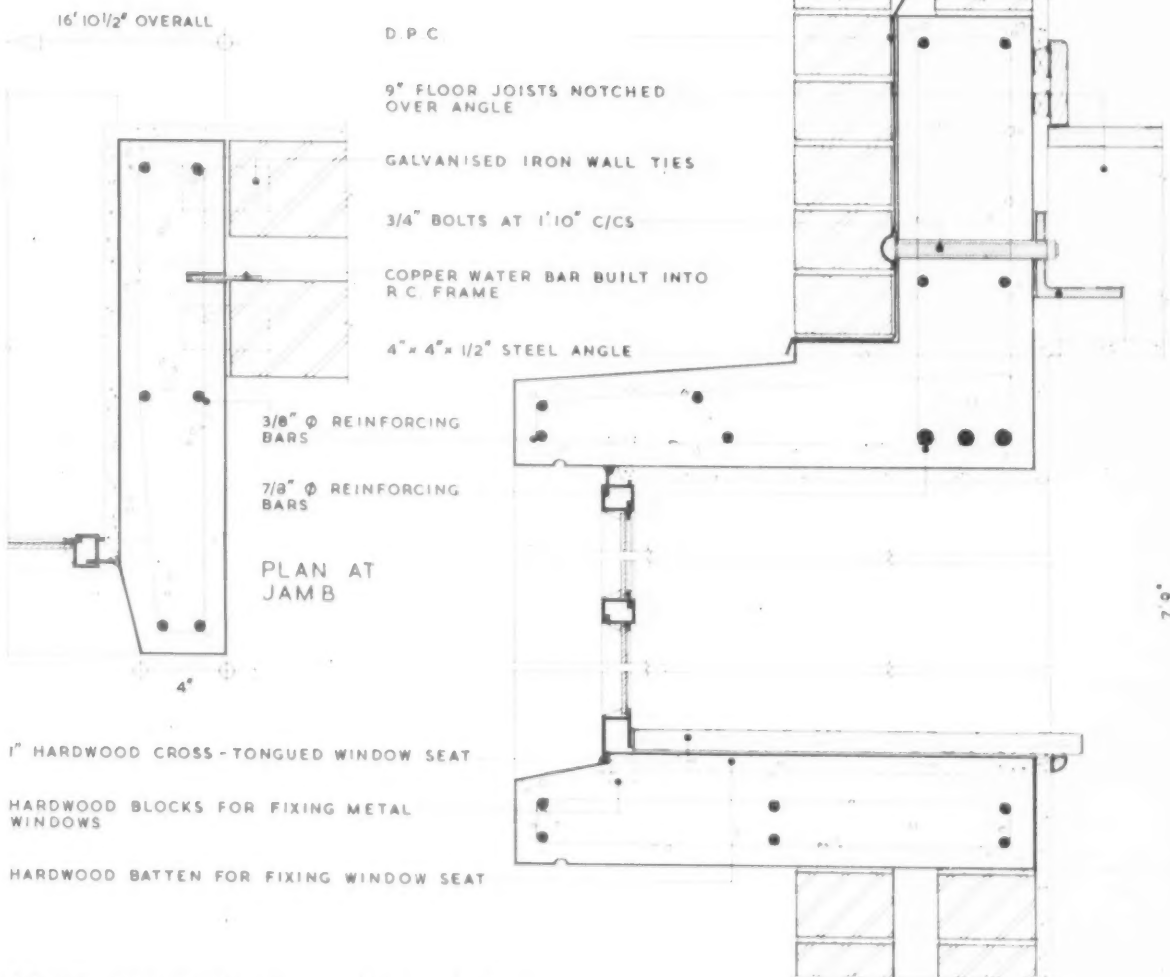
GROUND LEVEL

KEY ELEVATION.



SCALE: 1" = 4'0"

KEY PLAN



SCALE FOR DETAILS 1 1/2" = 1'0"

CROSS-SECTION THROUGH WINDOW



R. C. WINDOW FRAME: HOUSE AT LOUGHTON
ARCHITECT: EDWARD D. MILLS

COOKING with WATER HEATING for Low Cost Houses

A LOW COST HOUSE is not merely a house with low initial costs. If it is to do its job properly—by its tenant, by its local Council, and as a part of the national economy—it must be a house with low *running* costs.

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A solid fuel cooker heats the water too, and, in the smaller homes (especially where people 'live' in the kitchen) it provides an important degree of space heating as well. It keeps the chill off the whole house.

Another part of the case is that the tenant can be, for a period, self-contained for fuel; and *his fuel can be stored against peak demand*.

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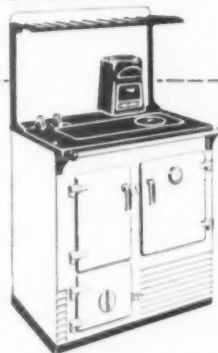
Allied Ironfounders have a new Showroom with a large section devoted specially to solid fuel cookers. Here these appliances can be examined, compared and discussed.



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New Head Office and Showrooms, 28 Brook Street, London, W.1. Telephone: GROsvenor 8941.

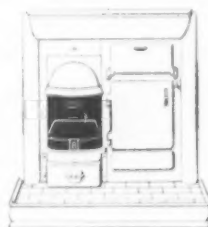
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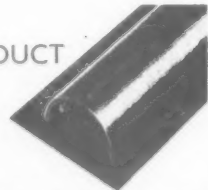


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LIBRARY NOTES

Some Recent Books on Planning

A Prospect of Cities

By Cecil Stewart. Longmans, Green & Co. 25s.

THE influence of public interest in the art of town and country planning at the end of the war was by no means limited to day-to-day practice, judging from the great number of books upon the subject published since the war.

Few, however, have studied the ways in which earlier societies lived and moulded their environment through all ages. Fewer, if any, have compared past ideas in town planning practice with to-day, especially from the standpoint of perhaps the greatest extension of practice and interest in the art in history.

The author's narrative is therefore imbued by this great upsurge of interest which has marked these post-war years in town and country planning and which has focused attention upon certain ideas for solutions to the problems of living. That it assumes a most interesting and modern appreciation of historical fact is largely due to this, for the author writes as one who discovers that many ideas in practice to-day have their origin in the dim distant past.

For example, the new towns are not a new idea, but are "... almost as old as the New Stone Age and a good deal older than the New Testament." Doubtful justice (though hardly intended) is done to the earlier planners in the somewhat frivolous implication of the hackneyed term "fashion" in the following sentence: "New towns are not new-fashioned or old-fashioned, but simply fashionable at certain periods." Were they not something more than just a fashionable solution to a serious problem, just as to-day they are a solution to overcrowding? To infer a varying popularity for town and country planning through the ages is reasonable, but not that an idea is adopted merely because it is popular or fashionable.

Historians may well wonder whether the present reactions will be as bad in effect as the lack of town planning in the last century. Shall we continue to grow "like Topsy" in spite of all the work of the post-war years?

Perhaps the most interesting chapter is that on the city state of ancient Greece. Its value is enhanced because it lays greater stress upon the thoughts, ideals and records of the great philosophers of that time than upon archaeological findings as do most other writers on town planning history. For, after all, "it is," he says, "the classical accounts of town planning which provide the most reliable evidence—the works of the later philosophers who analysed the existing city state, rather than those of recent investigators who

have excavated the foundations on no-longer-existent walls."

Ideas, common to our civilization, are shown to have taxed the imagination of Plato and Aristotle about ideal population groups, ideal size and composition of cities. It is interesting to note that similar conclusions upon principles of town planning prevailed then as now.

Of particular interest is that history apparently repeats itself in the progress of thought regarding the conception of building. Civilized Greece, as with our civilization, also had its earlier or pre-town planning phase in which the conception of building was limited to the relationship between one building and its immediate neighbours before passing to the wider conception inherent in town and country planning of the second phase in which building is seen to be a problem also of whole streets or whole towns and their environs. It would have been interesting for the author to have discussed more specifically the point of transition in our civilization, though historians may not consider that has yet occurred. After all, even the professions concerned have barely appreciated the broader concept, still less the nation! Probably the views of the Barlow Commission would be regarded as well in advance of its time. I have heard Sir Patrick Abercrombie, the greatest living exponent of the broader conception and a member of that commission, described by a leading member of the architectural profession as the "lone voice" during the inter-war years.

The book as a whole does not claim to be an exhaustive study like many of its predecessors, but consists of a selection of towns and cities as highlights marking the progress of man through the ages in solving the problem of living and the use he has made of his physical environment. Intervening chapters called "Interludes" link these highlights historically with the relevant military, religious, economic and social advances creating them. For example, the factors which led to the creation of Constantinople as the capital supplanting pagan Rome are discussed, which include the decline of the Roman Empire and the introduction of the Christian era.

The cities selected are few in number but fully examined. Attention is drawn to the effect of historic changes such as the Norman Conquest upon mediæval life. Points of architectural significance are clearly expressed. The Norman castle, for instance, "... was much more than an instrument of war. It was never purely utilitarian or functional. If it was designed to intimidate, it was also designed to impress." Worthwhile lessons from the past are singled out giving interest and helpfulness to the narrative.

As a prospect of cities it includes

the Bastide, 15th and 16th century Utopias, the Renaissance era of town squares and vistas, 19th century experiments in new towns of the social reformers, and finally present-day excerpts mainly of new towns. As a key to this prospect he sketches a useful "Prelude" outlining four definable stages of progress in history.

Altogether it is an attractive addition to our shelves. The author has made a good and timely contribution when it would appear that historians have a unique period of extensive town planning practice based upon a large fund of scientific knowledge from which to cast an appraising eye over the works of the past.

D. P.

Stadtplanung Wien:**(A Town Plan for Vienna)**

By Architekt Dipl.-Ing. Professor Dr. Karl H. Brunner
Published for the Building Division of the City of Vienna by Jugend und Volk G.M.B.H.

THIS volume, by the Chief Town Planning Officer to the Municipality of the City of Vienna, is the report of the author's investigations into the planning problems of Vienna, and his suggestions for an ultimate Town Plan.

A survey of existing conditions in this city and any plans for her future development, by a planner with an understanding of economic and political conditions, must strike a somewhat poignant note. Vienna, which grew so rapidly in the nineteenth century as the centre of a large and prosperous Empire, found itself after the First World War as the top-heavy Capital of an impoverished small country. Since the last war its economic condition has declined still further, and much of the future depends upon whether Vienna will be able to regain its position as a centre of Commerce and the Arts in Central Europe. This in turn is dependent upon political developments inside neighbouring countries, and on the doubtful prospects of a substantial increase in East-West traffic and trade.

It is probable that these political problems, together with Austria's present unfavourable economic condition, determine the rather cautious approach which is evident in many of the proposals. There is only one reference to the locally widely discussed project for a large harbour on the Danube, on the eastern outskirts of the town. A large part of Vienna's present and future industrial district lies within the sector occupied by Russia, and the output of factories there is not always directed to the advantage of Austria. Hence it will be

found difficult for an uncertain number of years to carry out even the first steps towards a redistribution of industries. Permission has already had to be granted for extensions of factory premises in areas zoned for other development.

An ambitious new underground railway is planned, but all that can be hoped for in the next few decades are some extensions to the present part-underground part-overhead system, which serves few parts of the city. These extensions are planned in great detail and illustrated by maps and photographs of models. Much reform will also be necessary in the road network. In earlier years the system of roads in the inner districts was the envy of many capitals. A broad circular avenue (the famous Ringstrasse) enclosed the heart of the city, the Innere Stadt, and was linked by a number of radial streets with a similar outer ring, but this no longer meets the demands of modern traffic. Several projects for relieving congestion of local and long-distance communications are illustrated, and an early start will have to be made if the number of motor vehicles should increase as much as in other European cities.

The greater part of the population of Vienna—some 1,320,000 persons out of a total of 1,780,000—have their homes in rows of multi-storey apartment houses in the inner districts, at an average density of approx. 122 persons per acre. When the building programme in the less congested outer districts is completed, and this density reduced to 81 per acre, there will remain an estimated figure of 220,000 people for whom housing space will still have to be found. For this purpose it is proposed to form eventually four new neighbourhood units in the outskirts of the town. It is to be welcomed that the question of unregulated chalet settlements in the fringes of Vienna is being given attention. Ever since the 1920s haphazard groups of owner-built bungalows have been appearing on open ground. The desire of many Viennese for more light and air will be catered for in the Plan by developing a number of garden suburbs with community amenities, and some are already under way. More parks and playing fields are to be provided in those districts whose inhabitants cannot easily avail themselves of existing recreation grounds. For the purpose of acquiring suitable sites, it is suggested by Professor Brunner that a special fund be created immediately.

Great care has been taken in the Plan to protect streets and buildings of architectural and historic interest, and to preserve the identity of the old villages which have been absorbed by the metropolis. Where there has been war damage rebuilding has been planned in utmost sympathy with the previous character of the old work. There is discernible a firm refusal by many Viennese architects to accept the entire vocabulary of Western con-

temporary architecture, and a distinctive local style is developing, with as characteristic a flavour as the Viennese idiom of speech.

The book is generously illustrated, though the much-reduced black-and-white reproduction of maps loses a great deal of the clarity of the originals. In the text there are many photographs of existing features and of the models which were prepared in the search for satisfactory solutions to particular problems.

E. M. C.

The Heart of the City: C.I.A.M.

Lund Humphreys, £2 10s.

THIS book is the result of the Eighth Congress of C.I.A.M. (International Congresses for Modern Architecture), held at Hoddesdon last summer. It is the work of three editors and a score of contributors who have, we are told, made "the first attempt to explore the subject of contemporary design of the hearts of our cities." For a book on planning, this exploration is extraordinarily humane. There is none of the complex statistical data and analyses which have often, for me at least, made the appreciation of planning literature an irksome task. Instead, the text is enlivened by stimulating pictures on nearly every page.

As this claims to be "the first attempt to explore the subject," it is perhaps understandable that no recognition should be given to the earlier attempts by Camillo Sitte and Raymond Unwin. This is a pity, nevertheless, because both contributed much, and Camillo Sitte's method of presentation of the organic cores of many Continental cities has not been surpassed.

The core of the city is one of the expressions of our organic life. It is here that people meet and exchange ideas, and it should, like the Piazza of St. Mark's, be exclusively pedestrian. Unfortunately, in many cases in this country, it has become simply a convenient car park, or a centre for the display of the worst taste in commercial advertising or for the dreary layout of foolish civic monumentality. The essence of the core is that it is a rendezvous, and this is the dominating theme of the book. But how the architect planner is to achieve this desirable setting is not so clear. The examples illustrated in the second part of the book are little more than paper patterns and block models to show what the members of C.I.A.M. are doing. It is difficult to find indications in them of many of the ideas expressed in the text. But then, these plans were produced before the work was published; presumably the authors will receive copies. Let us hope that they will study them, and translate into reality the spirit which inspires this book.

CECIL STEWART.

"Granite City," a Plan for Aberdeen

By W. Dobson Chapman and Charles F. Riley. Batsford. £2 2s.

IS "Granite City" another voluminous report to be acclaimed by the City Council on the date of presentation to the Council and thereafter shelved, only to be discussed when it is found there is a loss on the sales? This was the question which automatically crossed my mind when I received this copious document. Or is it a plan which, if followed, would make Aberdeen a more desirable place in which to live; or are the proposals so much in the air that they will never be realized and the plan will therefore be looked upon as an ideal but unachievable dream?

This report and plan contain proposals which are realistic and can be realized. On this score, therefore, I congratulate the Council on their plan and the Authors on its production. By this I do not wish to infer that some of the proposals are not long-term, but the underlying theme is one of common sense and practicability—not always associated with Advisory Plans. This point is well illustrated by the Authors' observations on the future population of the City.

To be realistic any town planning scheme must have regard to the total population to be expected in the area within a foreseeable future, and the plan itself must indicate the manner in which the population is to be catered for in respect of its housing needs, its means of subsistence and opportunities for education, recreation and physical and spiritual well-being. Having said this, what is to be the planner's answer to his client if he feels the information he is given by the Central Department only gives half the answer and he is left to prescribe the bitter pill? Reading between the lines, this appears to have been the task facing the authors, but I am pleased to see they have not shirked the issue.

The population of Aberdeen City in 1952 was 191,300. The Department of Health for Scotland have issued population forecasts to serve as a guide to local planning authorities in the formulation of their Development Plans, but these are only what might be looked upon as short-term figures, forecasting up to 1962—not 10 years hence. The Department's forecast suggests that the probable future population in 1976 may be taken as 200,300 for the City, and for the whole urban group as 216,700. The Authors, however, have wisely considered this problem in the light of their own research and have stated that the peak population (excluding migration) will be in 1976, and will only by then have reached 198,000, after which the curve drops.

How easy to have taken the Department's figure and planned accordingly! But what a mistaken policy to so plan, by suggesting the spreading out of the

(Continued on page 185)

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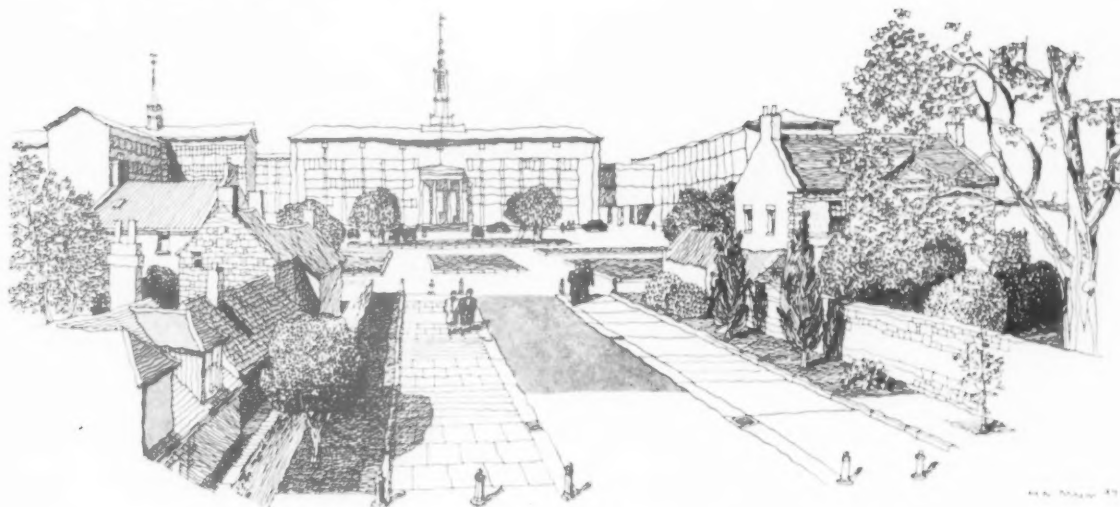
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APPROACH TO THE NEW UNIVERSITY BUILDINGS

This sketch shows the pleasant approach to the new buildings (now under construction) which is possible from the Old High Street. As well as ample footpaths, a carriage way is ultimately envisaged to give convenient access for cars from the High Street, or passing to or from the additional building extensions suggested east of the High Street. (Reproduced from "Granite City," a plan for Aberdeen.)

Continued from page 184

residential zones at low densities for the whole of this "possible" total of 200,000 persons and then finding, if this figure is not realized or is eventually achieved and then tends to decline, that the realized densities are much too low and that land has been squandered unnecessarily. The plan suggests that it would be preferable to tolerate relatively high densities during the peak period and then allow more elbow room to be gained as time goes on; unpalatable to the Council, perhaps, but realistic planning.

There are many other interesting points in this chapter which are pointers to planners and I am afraid which are not given the consideration by Councils as they might. For instance, the report states that in the years 1891-1895 the average age at death was 32.9 years; in 1931-1935 it was 52.1; and in 1946 60.3 years. This increase is all within the space of the last 60 years. If this point is considered in relation, say, to India, where the expectation of life is only 27 years, and the same trend took place, the world food situation would become desperately alarming instead of merely alarming as at present.

One interesting point regarding this report is that whilst the information was being collected, the Town and Country Planning (Scotland) Act, 1947, came into operation. The technique of the survey and plan have therefore, in many respects, been adapted to the statutory requirements as they became known. As the Authors state, whilst the report retains the virtues of a privately conceived and executed Civic Survey and Advisory Plan, the work can be regarded in many ways as the prototype of planning technique under the '47 Act. I feel, therefore, that this

plan will have special interest to technical officers who have not yet completed their development plans, particularly those who still have their detailed Town Maps and proposals to submit.

Unfortunately all too many citizens and even some members of planning committees still have the idea that the object of planning is to thwart development. The idea that the planners' object may be to stimulate and direct it into channels where it can function efficiently is not realized. Bearing this in mind, I wondered how the Authors had dealt with one of Aberdeen's basic industries—namely fishing.

Whilst the outlook is by no means bright for this industry, the report deals with its many aspects which, whilst they may be outside the scope of planning, present a picture of the difficulties which face the industry. Each section of the industry naturally considers his particular isolated function, but in this report each facet has been considered and the whole brought together with the object of creating a closer link between each section for the benefit of the whole.

In this connection I would suggest to the Council that they bring together those paragraphs of the report dealing with fishing and its ancillary trades, and publish them in pamphlet form so that they could be purchased by everyone in this industry. By so doing I feel they might achieve a realization in the industry of their ultimate aim. However praiseworthy the ideals might be, unless they have the backing of the people they may never be realized. Here is an opportunity which, if grasped now whilst the plan is still fresh and is being considered, might reap a reward towards its fulfilment.

Like most industries, it cannot work in isolation. For instance, it is linked with shipbuilding, coal, ice supplies, cold storage, transport, markets, etc. The report points out that these small interdependent but vital parts do not appear to possess that co-operative spirit which will be required to put it on a sound economic basis. Whilst many of the problems cannot be solved by the planner, there are others which definitely are his concern, especially the siting of the industry generally and the relationship of its various units both to each other and to the main elements of the communication system. These have received particular attention. In the report it is suggested that the industry should be reconstructed round a new fish basin on the south of the River Dee, where enhanced rail transport facilities, up-to-date processing plants and a more adequate icing and cold storage arrangement, and a more integrated economy in the many interdependent parts of the industry will be possible. The arguments put forward for this drastic but obviously necessary proposal appear sound, but will only be achieved if a committee of the City Council make it their object to stimulate interest, create goodwill for its fulfilment and, perhaps more important, offer financial assistance.

Aberdeen and granite are synonymous, a fact to be found in every geography book. This may not always be so and, as is stated in the report, the future of the industry is very uncertain. Aberdeen has not the monopoly it had fifty years ago. The organization of the industry is substantially the same, and it seems reasonable to deduce that a method of organization based on conditions such as those



THE HARBOUR MOUTH BRIDGE

In the Fourth and Final Stage of the Advisory Development Plan, it is suggested that the road bridge across the Harbour Mouth and its approaches should be constructed, thereby completing the eastern section of the outer ring road, and thus giving direct access to the Beach from the South also enabling the town to be by-passed on the eastern side. (Reproduced from "Granite City.")

existing in the granite industry at the end of the nineteenth century are not the most efficient for the competitive conditions of today.

The report suggests the concerted action and deliberate economic planning by which the granite manufacturers of Aberdeen may still maintain their prosperity. If the proposals pass unheeded this industry may very soon be past history as far as the Granite City is concerned.

Aberdeen is increasing in importance as a holiday centre, in spite of the fact that few man-made attractions or improvements to the natural features of the beach and the links have been carried out to make them an area of much attraction to the holiday-maker.

In spite of the climatic limitations of the city, the Authors have set out with the object of preparing a scheme which, if carried out, would place Aberdeen as one of Britain's leading summer holiday resorts. The proposals are exceptionally stimulating, are well illustrated and presented, and if the City Council is wise, it would do well to try to achieve this desirable object over a period of years. This is one section of the plan which the Council could achieve without being dependent upon a third party.

Space does not permit comment to be made upon the proposals for the City Centre, Communications, Housing and particularly the proposals put forward for Neighbourhood Planning and the University proposals. They are all worthy of careful study.

Mention must be made of the final chapter entitled "Realization." This is a vital chapter and has obviously called for much thought and consideration by the Authors. It does present an excellent guide to the authorities of

not only the timing of development but how, if carried out as suggested, the many pieces of the jigsaw will ultimately fit together to make a city which would be the envy of every Scottish city. Let us hope that the proposals will not go unheeded. M. E. T.

Birmingham—50 Years on

By Paul Cadbury. Bournville Village Trust Publications, 10s 6d.

IT is particularly fitting that Mr. Paul Cadbury should be describing the Birmingham of the future even if the plans are not his own, for he is carrying on the traditional association which his family has for generations held with the problems of town planning. Moreover, he logically and boldly expresses in simple terms that to plan for 50 years or more is not hypothetical guessing but intelligent anticipation based upon a deep understanding of the economic problems of slums measured in tens of thousands, industrial and traffic congestion—all of which, together with many other problems arising from the ill-usage of the land, no single generation can possibly be expected to solve, and so one must needs look far ahead to safeguard a continuing process of improvement.

In short, the foreword gives a refreshing optimism for the future development of the city as planned and as such is directly opposed to the pessimism and selfish motives of to-day, which have brought about the damaging influence of the 20-year limit to long-term planning. The foreword leaves no uncertainty about a successful business man's faith in long-term

planning as the right policy for all town and country plans.

The unattractive dust jacket suggesting the architecture of the future shows the difficulty of the problem of presentation of proposals architecturally in the third dimension. The detailed designs are presumably not meant to be the architectural solution as it will in fact appear, but merely to give an idea of the scale.

The chapters, which are well illustrated with photographs and plans, set forth briefly—in 94 pages—the extent and nature of the problems and samples from the total solution.

D. P.

An Engineer's Approach to Corrosion

By C. F. Trigg. Pitman. Price 15s.

CORROSION is constantly in the minds of all engineers and users of engineering products as it makes such enormous demands on national output in the form of replacement of equipment. This book covers, in simple language, the whole subject from what constitutes corrosion, its mechanism, and effects to the methods of protective treatment.

Many of the examples quoted in the chapters on mechanism of corrosion, corrosion under special conditions and other effects of corrosion are directly related to matters of interest in the building field. The chapter on corrosion prevention is, in its brief way, a good summary of the actions which designers should take through the selection of metals and by correct design.

Notes below give basic data of contracts open under locality and authority which are in bold type. References indicate: (a) type of work, (b) address for application. Where no town is stated in the

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address it is the same as the locality given in the heading, (c) deposit, (d) last date for application, (e) last date and time for submission of tenders. Full details of contracts marked ★ are given in the advertisement section.

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BUILDING

BEDFORDSHIRE C.C. (a) Ambulance depot at Bedford and improvements including new lavatory block at Kensworth School. (b) County Architect, Shire Hall, Bedford. (d) Feb. 13.

BIRMINGHAM C.C. (a) Washing baths at Heath Street, Winson Green, 18. (b) General Manager, Baths Dept., Kent Street, 5. (c) 2gns payable to Corporation of Birmingham, Baths Dept. (d) Feb. 10. (e) March 12.

BRACKLEY R.C. (a) 18 dwellings at Chipping Warden. (b) Messrs. Forsyth Lawson, Cunningham and Partners, 30, Horse Fair, Banbury. (c) 2gns. (d) Feb. 7.

BRIGHTON B.C. (a) 109 dwellings at Section 3, South Woodingdean, and 105 dwellings at Section 4, South Woodingdean. (b) Borough Engineer, 26-30, King's Road. (c) 2gns each section. (e) March 3.

CARDIFF C.C. (a) Kitchen dining block at Lady Margaret School, Colchester Avenue. (b) City Surveyor, City Hall. (c) 2gns. (e) Feb. 23.

CARLTON U.C. (a) Scheme No. 71. 84 houses at Burton Road, Gedling. (b) Engineer and Surveyor, Council House, Burton Road, Carlton, Nr. Nottingham. (c) 5gns. (e) Feb. 24.

CORBY U.C. (a) (Contract No. 1) 50 dwellings, (Contract No. 2) 134, (Contract No. 3) 116, (Contract No. 4) 176, (Contract No. 5) 53, (Contract No. 6) 52, (Contract No. 7) 32 dwellings for 1953 programme. (b) Council's Clerk, Council Offices, with particulars of local authority housing contracts carried out, numbers of dwellings involved and dates of commencement and completion also precise details of labour force that can be transported to the Corby area (no local labour). (c) 3gns. (e) March 16.

DARTON U.C. (a) 28 bungalows at Allendale Road. (b) Housing Officer, Council Offices. (c) 2gns. (e) Feb. 16.

DEWSBURY B.C. (a) Ravensthorpe infants' school. (b) Borough Architect, Town Hall, Dewsbury. (c) £3. (e) Feb. 24.

EAST SUFFOLK C.C. (a) Secondary School at Woodbridge. (b) County Architect, County Hall, Ipswich. (c) 2gns. (d) Feb. 9. (e) March 9.

EIRE—BALLINA (CO. MAYO). (a) Erection and Completion of biscuit factory at Bunree Road. (b) Thomas M. D'Arcy, 11, Leinster Street, Dublin. (c) 10gns. (e) Feb. 23.

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HALE U.C. (a) 67 houses on the Delahays Road Estate. (b) Engineer and Surveyor, Council Offices, Ashley Road. (c) 2gns. (e) Feb. 23.

HUNTINGDON C.C. (a) Secondary School at Ramsey (first instalment). (b) County Architect, County Buildings. (c) 2gns. (e) March 2.

LIVERPOOL C.C. (a) Secondary School at Croxteth Estate. (b) City Architect, Blackburn Chambers, Dale Street, Kingsway, 2. (c) 2gns to City Treasurer. (e) Feb. 16.

LONGDENDALE U.C. (a) 18 houses at Taylor Street, Hollingworth. (b) John E. Beardshaw and Partner, 186, Oxford Road, Manchester, 13. (c) 3gns. (e) Feb. 20.

MALDEN AND COOMBE B.C. (a) Reinforced concrete report and control centre. (b) Borough Engineer, Municipal Offices (details of previous contracts). (d) Feb. 12.

N. IRELAND — DOWN COUNTY EDUCATION COMMITTEE. (a) Intermediate school and central meals kitchen at Ballynahinch. (b) Vincent B. Evans, Provincial Bank Chambers, 3 Bradbury Place, Belfast. (c) 5gns. (e) Feb. 19.

N. IRELAND — NORTHERN IRELAND HOUSING TRUST. (a) Block of 40 nurses' flats with ancillary rooms at Downpatrick, Co. Down. (b) Trust Offices, 12 Hope Street, Belfast. (c) £3. (e) Feb. 24.

PETERBOROUGH JOINT EDUCATION BOARD. (a) New premises for Wittering C.E. School. (b) Messrs. Ruddle and Wilkinson, Long Causeway Chambers, Peterborough. (c) 2gns. (e) March 4.

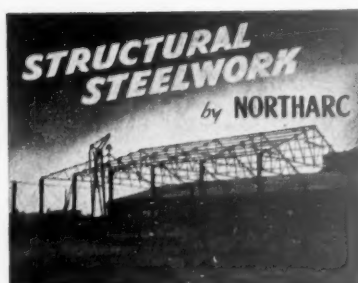
PORTSMOUTH C.C. (a) 120 houses at Newbolt Road, Paulsgrove. (b) City Architect, Municipal Offices, 1, Western Parade, Southsea. (c) 3gns. (d) Feb. 11.

ROCHDALE B.C. (a) Repairs, alterations and additions at "Mayfield," Rochdale Road East, Heywood, to form aged persons' home. (b) Borough Surveyor, Town Hall. (e) Feb. 16.

SOUTHBOROUGH U.C. (a) 44 houses on the Speldhurst Road (No. 1) site. (b) Messrs. Howes and Jackman, 1, Verulam Buildings, Gray's Inn, W.C.1. (c) 2gns. (e) Feb. 28.

YEOVIL B.C. (a) 34 flats at Stiby Road, Larkhill Estate. (b) Messrs. Peter, Warren and Roydon Cooper, The Old Oxford Inn, West Hendford. (c) 2gns. (e) March 4.

YORK C.C. (a) 200 houses on the Chapel-fields Estate. (b) City Architect, 8, St. Leonard's Place. (c) £5. (e) March 7.



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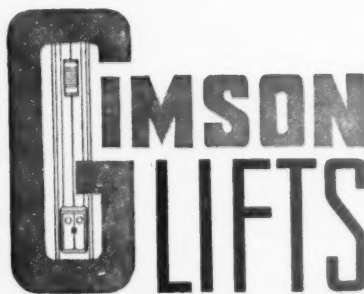
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CRAWLEY DEVELOPMENT CORPORATION. (1) 1,042 houses. (2) Langley Green. (3) G. T. Crouch, Ltd., 3, Thames Street, Kingston-on-Thames. (4) £1,634,478.

WALSALL B.C. (1) 124 houses. (2) Gipsy Lane Estate. (3) Rock and Downs, Ltd., 115, Walsall Road, Aldridge, Staffs. (4) £168,982.

HATFIELD AND WELWYN G.C. DEVELOPMENT CORPORATION. (1) 223 houses. (2) Roe Green. (3) Y. J. Lovell and Sons, Ltd., Gerrards Cross, Bucks. (1) 109 houses. (2) Welwyn Garden City. (3) J. Gerrard and Sons, Ltd., Victoria House, Southampton Row, London, W.C.1.

WESTMINSTER CITY COUNCIL. (1) Blocks 21 and 31 of flats. (2) Churchill Gardens. (3) Gee, Walker and Slater, Ltd., 100, Park Lane, W.1. (4) £131,498.

MIDDLESEX EDUCATION COMMITTEE. (1) Secondary grammar school. (2) Park House, Hayes. (3) F. G. Minter, Ltd., 4, Buckingham Gate, London, S.W.1. (4) £151,672. (1) Junior school. (2) Belmont, Tottenham. (3) Henry Knight and Son, Ltd., 16, Bruce Grove, London, N.17. (4) £75,610.

AYLESBURY B.C. (1) 120 flats. (2) Buckingham Road. (3) C. R. and F. Ricketts, 16, Walton Street, Aylesbury. (4) £147,467.

PORTSMOUTH CORPORATION. (1) Shops. (2) Palmerston Road. (3) F. J. Privett, Ltd., Devonshire Square, Southsea. (4) £108,545.

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LANCASHIRE C.C. (1) Girls' Secondary School. (2) Failsforth. (3) Moston Brick and Building Co., Ltd., Kenyon Lane, Collyhurst, Manchester. (4) £109,623. (1) First phase of College of Further Education. (2) Nelson. (3) P. Hamer, Ltd., Swinton, Manchester. (4) £48,794. (1) Erection of R.C. School. (2) Chorley St. Gregory's. (3) Wm. Townson and Sons, Ltd., Park Hill Street, Bolton. (4) £30,128. (1) Phase 2 of County School. (2) Middleton Langley. (3) P. Hamer, Ltd., Swinton. (4) £38,330. (1) Phase 2 of County School. (2) Kirkby South. (3) Gilbert Ash, Ltd., Stanhope Gate, London, W.1. (4) £40,880.

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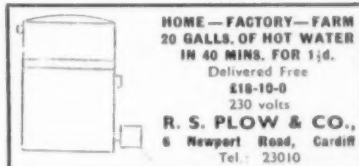
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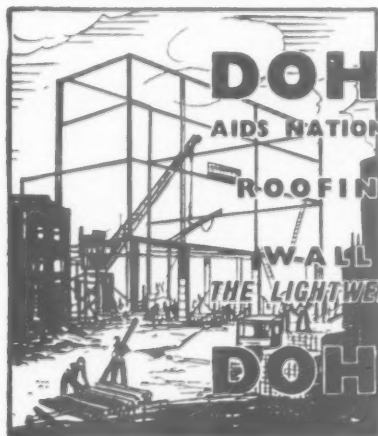


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Apply in writing, stating age, nationality and full details of training and experience, to the Chief Architect, Ministry of Works, Abell House, John Islip Street, London, S.W.1, quoting reference W.G.10/C.A.1. [6891]

COUNTY LONDONDERRY EDUCATION COMMITTEE

VACANCY FOR SENIOR ASSISTANT ARCHITECT.

APPLICATIONS are invited for the above position in the Committee's Office in Coleraine. Applicants must be Associate of the R.I.B.A. or have equivalent qualifications. Salary scale £650 by £25 to £750, point of entry according to experience and qualifications (scale at present under review). Travelling expenses at County Council Rates.

Application forms and conditions of appointment may be obtained from the undersigned and completed forms should be returned to County Education Offices, New Row, Coleraine, not later than Wednesday, 18th February, 1953.

R. B. HUNTER,
Director of Education. [6907]

LONDON COUNTY COUNCIL.

ARCHITECT'S DEPARTMENT.

EXPERIENCED SPECIFICATION WRITER required for major contract, approx. value £500,000. Salary up to £837 10s. Application form for return by 28.2.53, from Architect AR/GSW/1, County Hall, S.E.1. (85). [6908]

BERKSHIRE COUNTY COUNCIL.

APPLICATIONS are invited for the following appointment in the County Architect's Department:

SENIOR ASSISTANT QUANTITY SURVEYOR

Salary Grade VIII.

Candidates should have passed the Final Examination of the Royal Institution of Chartered Surveyors in the Quantities Sub-Division and should have had considerable experience in taking-off in accordance with the Standard Method of Measurement for large building projects.

Application forms and further particulars can be obtained from the County Architect, Wilton House, Reading, to whom they should be returned completed by noon on Thursday, the 12th February, 1953.

E. R. DAVIES,
Clerk of the Council.

Shire Hall,
Reading.
January, 1953. [6910]

APPOINTMENTS—contd.

LONDON ELECTRICITY BOARD.

ENGINEERING DRAUGHTSMAN.

APPLICATIONS are invited for the above position. The successful applicant will be based at the Southern Sub-Area Drawing Office at Beckenham, Kent, but may be required to work in any District Office within the Sub-Area.

Candidates should have had a good general and technical education and be experienced in one or more of the following subjects: Building and Civil Engineering Design; Engineering Drawing; Plant Layout in Sub-stations; Layouts and Site Plans of Mains Work; Electrical Diagrams.

The post is graded under Schedule "D" of the National Joint Board agreement as Grade 6—£458 to £595 7s per annum, inclusive of London Allowance.

Application forms, obtainable from Establishments Officer, 46, New Broad Street, E.C.2, to be returned by 14th February, 1953. Please enclose addressed foolscap envelope and quote Ref. V/1488/AA on all correspondence. [6914]

HER MAJESTY'S COLONIAL SERVICE.

APPLICATIONS are invited for the following post:—

SENIOR ARCHITECT, PUBLIC WORKS DEPARTMENT (CDE 112/60/04), SINGAPORE.

Duties include the design and supervision of construction of Government buildings in Singapore and the preparation of plans and contract documents connected therewith. The appointment is on contract for 2½ years. Basic salary £1,764 per annum, plus an expatriation allowance of £364. An additional expatriation allowance up to £259 per annum payable to married candidate. Variable cost of living allowance also payable. Free passages are provided on appointment and on leave for the officer, his wife and up to three children under 10 years. Furnished quarters, as available, are provided at reasonable rents. Leave is granted at the rate of four days for each month of resident service. Candidates between the ages of 30 and 45 must be A.R.I.B.A., with considerable general experience. Candidates with experience in the design of modern airport terminal buildings will be given preference.

Apply in writing to the Director of Recruitment, Colonial Office, Great Smith Street, London, S.W.1, giving briefly age, qualifications and experience. Mention the reference number (CDE 112/60/04). [6915]

BRACKNELL DEVELOPMENT CORPORATION (BRACKNELL, BERKS).

APPLICATIONS are invited for the following appointment:—

ARCHITECT GRADE III—Salary £835 × £50—£985.

Applicants must be corporate members of the R.I.B.A. and should have had considerable experience in housing work, including administration of contracts.

The appointment will be superannuable under the Local Government Superannuation Act 1937 and the successful candidate will be required to pass a medical examination.

The Corporation cannot at present offer housing accommodation but in approved cases subsistence allowance may be paid to married men until accommodation has been obtained locally, for a maximum period of six months.

Applications, giving full particulars of the candidate's age, qualifications and experience, together with the names of three persons to whom reference can be made, must reach the General Manager, Bracknell Development Corporation, Farley Hall, Binfield, Bracknell, Berks. on or before the 20th February, 1953, in envelopes marked "Architect Grade III." [6916]

APPOINTMENTS—contd.

CITY OF BIRMINGHAM.

PUBLIC WORKS DEPARTMENT.

APPLICATIONS are invited for the following appointments in the Architectural Department.

(a) ARCHITECTURAL ASSISTANT, Grade A.P.T. IX (£815-£935).

(b) ARCHITECTURAL ASSISTANT, Grade A.P.T. VII (£710-£785).

(c) ARCHITECTURAL ASSISTANT, Grade A.P.T. VI (£670-£735).

(d) ARCHITECTURAL ASSISTANT, Grade A.P.T. IV (£555-£600).

For posts (a), (b) and (c) the Associate Membership of the R.I.B.A. or equivalent qualification must be held, and for post (d) the Intermediate Examination of the R.I.B.A. or equivalent qualification.

Applicants must have had considerable experience in an Architect's Office.

A Town Planning qualification will be an advantage.

The posts are permanent, superannuable, subject to a medical examination and to one month's notice on either side.

Housing accommodation cannot be provided.

Applications, endorsed with the heading of the post applied for, stating age, qualifications and experience, together with the names of two persons to whom reference can be made, should reach the undersigned not later than the 14th February, 1953.

Canvassing disqualifies.

A. G. SHEPPARD FIDLER,
City Architect
Civic Centre, Birmingham, 1. [6912]

COMPETITIONS

THE UNIVERSITY OF SHEFFIELD ARCHITECTURAL COMPETITION.

THE University of Sheffield invites Architects resident in Great Britain to submit, in competition, designs for certain buildings to be erected on sites within the central area of the University, together with a layout and sketch elevations for other buildings also to be located within that area.

Assessors: Sir Percy Thomas, O.B.E., P.P.R.I.B.A., Mr. F. R. S. Yorke, F.R.I.B.A., and Mr. Gerard Young, J.P.

Premiums: (1) £5,000, (2) £3,000, (3) £2,000.

Last day for submitting designs: 31st October, 1953.

Last day for questions: 14th March, 1953.

Conditions may be obtained on application to: The Secretary, Architectural Competition, The University, Sheffield.

Deposit: £2 which will be returned on receipt of BONA FIDE designs, or return of Competition documents at least four weeks before date of submitting designs. [6913]

HOSPITAL AT DOHA, PERSIAN GULF.

THE Government of Qatar, Persian Gulf, invite architects to submit designs for a 100-bed HOSPITAL, complete with staff quarters, at DOHA.

Assessor: Mr. Alexander S. Gray, F.R.I.B.A., of Messrs. W. H. Watkins, Gray & Partners.

Premiums: £1,250, £1,000, £750.

Last day for submitting designs: August 15, 1953.

Last day for questions: March 31, 1953.

Conditions may be obtained on application to: Captain J. E. Stone, C.B.E., M.C., F.S.A.A., Hon. Secretary and Treasurer, International Hospitals Federation, 10, Old Jewry, E.C.2.

Envelopes to be marked "DOHA COMPETITION."

Conditions will not be available until after January 30. Deposit 3 guineas. [6906]

COMPETITIONS—contd.**ST PANCRAS BOROUGH COUNCIL.**

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Suggestions in sketch form should be submitted to the undersigned not later than SATURDAY, 21st FEBRUARY, 1953.

R. C. E. AUSTIN,
Town Clerk.

Town Hall,
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[6918]

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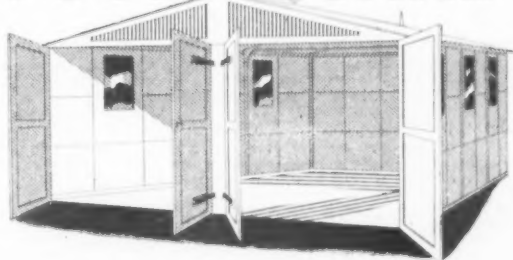
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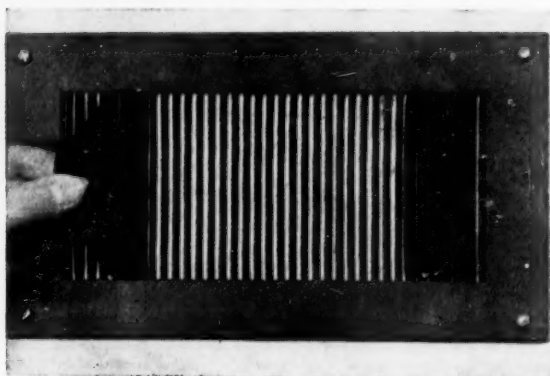
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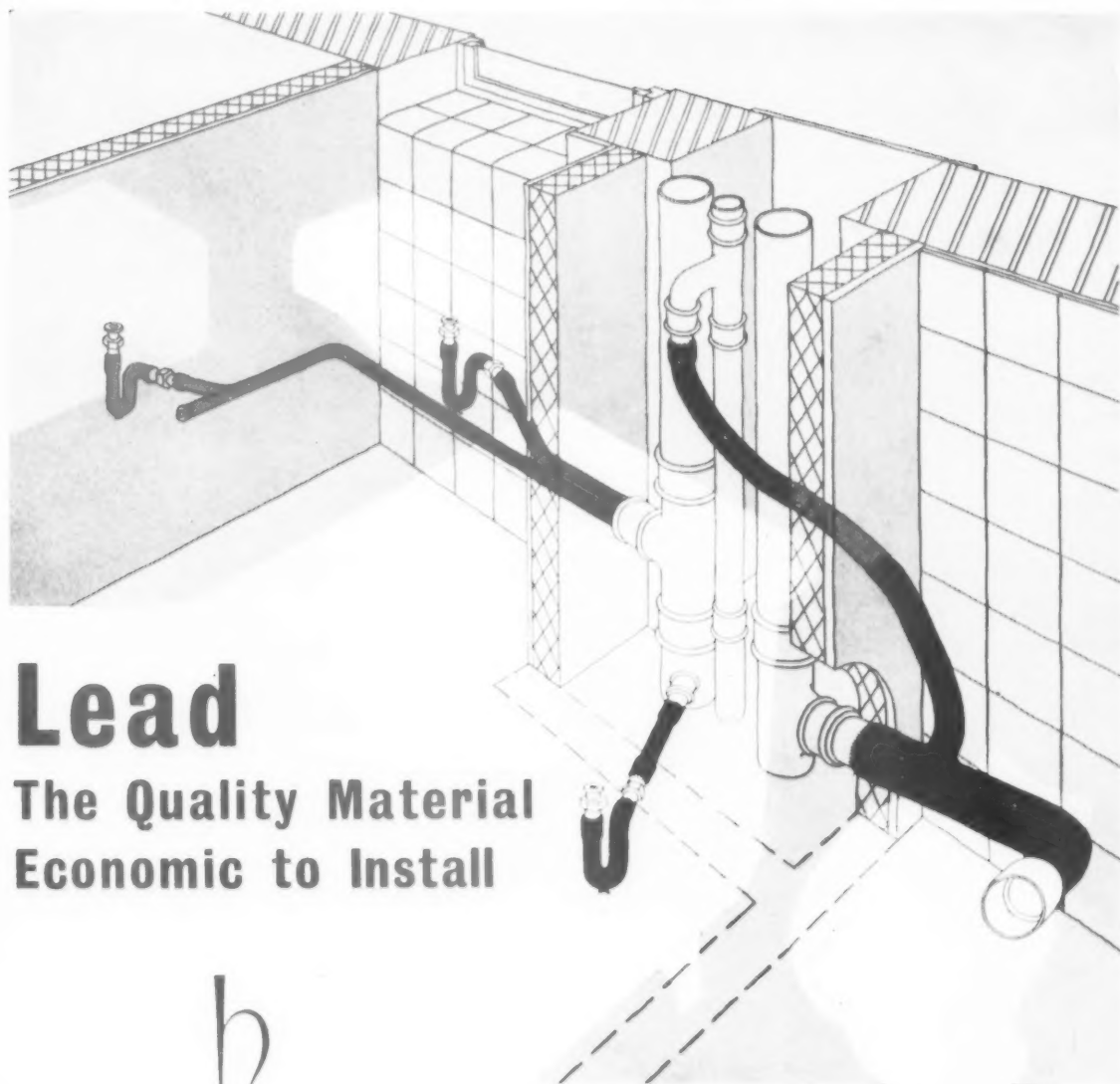
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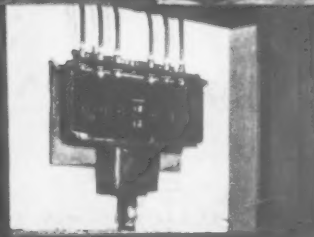
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